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Rafter on water questions

189
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ROCHESTER MORNING HERALD

JANUARY 1, 1890.

THE OLD YEAR.

WHAT IT BROUGHT TO ROCHESTER.

A Record of Leading Events—Commercial Prosperity—New Railroads—Local Government—Fatalities—Necrological List.

The HERALD presents this morning a record of the principal local happenings during 1889, classified by departments in order that the dates of the occurences relating to any particular subject may be readily found. The aim has been to compile a history of the city for the 12 months covered by the resume. Many happenings which caused but a transient ripple of excitement have been rejected and some included which became important in the light of after events. The record has been kept from day to day throughout the year and considerable care has been taken to insure accuracy of dates, in the hope that it might thereby be rendered worthy of preservation for future reference.

Accidental Deaths.

The only accident which has occurred in Monroe county during the year in which more than one life was lost was at Forest Lawn on August 10th. At that station the Thousand Island express on the Rome, Watertown and Ogdensburg collided with a "stub" train and three passengers were killed. Six others were injured. The total number of accidental deaths in the county during the year was 78. They may be divided into classes as follows: Railroad accidents 28, drowned 19, falls of all kinds 18, run over by vehicles 2, overdoses of medicine 2, kicked by horses 2, killed in runaway accidents 2, scalded 1, asphyxiated 1, street car accident 1, buried in sand bank 1, accidentally shot 1, struck by lightning 1, explosion in quarry 1, crushed by boat 1.

Some of the more notable of these accidents follow: January 7, Julius T. Andrews died from injuries received by being run over by a carriage; May 21, Austin H. Read, a street car driver, killed by striking a telegraph pole on Monroe avenue; June 12, Kate T. Graham killed by a runaway horse; June 15, Abraham Van Der Weel accidentally shot with a Flobert rifle; July 18, Edward Perry died from the effects of a fall down an elevator well; July 20, Mrs. John Farnan killed on the electric railway at Charlotte; August 18, Joseph E. Vay drowned at Long pond; September 17, Engineer William H. MacGregor killed in a wreck at Brighton; September 23, ex-Mayor P. D. Walter of Lockport died from injuries received by falling down an elevator well.

Commercial.

Several very important transfers of property have been made in this city during 1889 after lengthy negotiations. The sale of the Rochester, Bartholomay and Genesee breweries to an English syndicate was completed March 29; price, $3,700,000. The Rochester City and Brighton street railway company's property was transferred to a syndicate of Pittsburg, Philadelphia and New York capitalists November 9; price, $2,175,000. The Warner patent medicine business was sold to an English syndicate November 19. The announcement of the sale of the stock in the Rochester Gas Light company to the owners of the Municipal gas works was made on May 23.

The chamber of commerce has been active during the year as the following list of important events shows: January 7, water storage committee reported in favor of upper river reservoir; January 14, annual meeting, William S. Kimball chosen president, report of Secretary McClintock; January 22, annual banquet; February 11, annual address by President Kimball; March 11, address by A. Bonn of New York; April 18, reports of Experts Fteley and Fanning on water question; November 11, address by Charles S. Hill of Washington; December 9, address by Alberto Falcon of Peru, committee on new building appointed.

Other occurrences of commercial importance may be thus summed up: April 13, Steam Gauge and Lantern company decided to remove to Syracuse; July 17, Patrick Cox's new building commenced; October 1, removal of the Weaver & Goss hardware company to Spokane Falls; October 4, loan association league formed; October 21, Rochester stock exchange established. There have been no heavy failures here during the year.

Conventions.

The usual number of notable gatherings were held in Rochester in 1889. Of these, the trade and industrial conferences were among the largest and attracted most attention. The list includes: January 9, eastern division Nurserymen's association; January 15-16, State Master Painters and Decorators' association; January 23-24, Western New York horticultural society; February 5-6, Western New York Architects' association; February 6, Standard American sheep breeders' association; June 18-19, State Undertakers' association; July 3, Farmers' union conference; September 4-5, State Wine, Liquor and Beer Dealers' association; December 3, State Trotting Horse Breeders' association; December 10-11, American Merino Sheep Breeders' association.

The religious and temperance gatherings include the following: January 29-30, Rochester deanery; March 14-17, New York conference of Evangelical association of North America; March 28, Woman's presbyterial missionary society; April 8-10, Rochester presbytery; April 11, Woman's foreign missionary society, Rochester district, Methodist Episcopal church; May 15-16, Woman's diocesan missionary auxiliary; June 1, Mission bands of Rochester presbytery; September 11-17, Genesee conference, African Methodist church; September 17-18, diocesan council, Protestant Episcopal church; September 24-26, district conference, German Methodist Episcopal church; October 2-4, New York branch Women's foreign missionary society, Methodist Episcopal church; November 11-12, missionary conference Rochester presbytery; November 12-13, Rochester deanery; November 19-20, Ontario Congregational association; November 24-26, anniversary exercises, Sunday school union and Tract society, Methodist Episcopal church; December 10, county Woman's Christian temperance union convention; December 10, county lodge Good Templars; December 20, Epworth league; December 30, Rochester presbytery.

Many secret societies and fraternities favor Rochester with their presence. The list for 1889 includes: January 15-16, Masonic convention, Twenty-second district; January 29-30, state grand lodge Empire Order Mutual Aid; April 17, Conductors' protective union; May 16-17, Psi Upsilon fraternity; June 11-12, grand legion, Select Knights, Ancient Order of United Workmen; August 20-22, state grand lodge of Odd Fellows; September 3-5, special Masonic convocation.

Important meetings not included in any of the above classes were: January 15, Monroe county Homeopathic medical society; April 10, Western New York homeopathic medical society; April 30-May 1, Seventh district dental society; May 11, annual meeting Lake Yacht Racing association; [illegible] School [illegible] association; [illegible] Fourth district branch, New York state medical association; May 29, Monroe county medical society; September 17-18, State Homoeopathic medical society; December 19, Central New York homeopathic society.

The usual number of summer reunions were held at the various lake resorts during the heated term. Among the most largely attended was that of the Western New York veterans at Ontario beach, July 31, and that of the Catholic Mutual Benefit association at Glen Haven, August 22.

Crime and the Courts.

The notable criminal events of the year follow: January 4, coroner's jury found that Patrolman O'Niel was deliberately murdered on December 29, 1888 by William Manley; January 18, Mrs. Mary Hale beaten to death with a boot by Christian Schnecklenberger in Riga; January 19, Schnecklenberger captured at Churchville; January 25, commission appointed to examine Manley; January 29, Polish Jews terrorized by letters from "White Caps;" February 28, Schnecklenberger convicted of murder in the second degree; March 1, Schnecklenberger sentenced to life imprisonment; May 6, Charles Gaskin shot dead by Detective La Pointe; May 7, coroner's jury found verdict of justifiable homicide in Gaskin case; May 8, coroner's jury found that Timothy Sullivan, who died from injuries received in a barn, was murdered; May 28, jury in the case of Lester B. Faulkner disagreed; June 8, Maggie Price arrested in Sweden for infanticide; June 11, coroner's jury disagreed in Price case; June 20, Maggie Price indicted for murder in second degree; June 22, George E. Wilson seriously stabbed by John De Bruyn; July 5, Thomas Harps attempted to kill his wife; July 10, Manley commission pronounced the prisoner insane; July 15, Manley committed to the Buffalo asylum; September 14, Minnie Coleman shot and dangerously wounded by Abraham Rosenbaum; October 3, L. B. Faulkner convicted at Buffalo; November 12, disappearance of Thomas Moulson, charged with forgery; November 13, E. L. Shackleton's safe robbed; November 14, Jeannette Mimms died from the effects of an abortion; November 27, escape of William Eagan from the court house; December 16, Thomas Moulson arrested in Florida.

Other court matters were: January 14, complimentary address presented to ex-Justice Angle; February 4, Justice Macomber appointed a general term judge; April 23, Bay railroad company acquitted on the charge of maintaining a nuisance; October 18, constitutionality of electrical execution law argued in general term; November 25, Justice Dwight designated to preside in the general term; December 6, last grand jury rebuked by Judge Lynn; December 18, banquet of court of sessions jurors; December 30, general term handed down decision affirming constitutionality of the electrical execution law.

Fire Losses.

Rochester has been unusually fortunate in escaping serious fires during 1889. Among those which caused considerable financial losses were the following: January 3, explosion in a chute at Cunningham's carriage factory; January 12, dry plate works on Court street partially consumed; January 15, St. John's printing office on South St. Paul street badly damaged; February 14, explosion in the old Sage and Pancost building on State street; April 24, Rochester cabinet and manufacturing company's building on Childs street burned; May 9, Montgomery building on Graves street damaged; May 15, conflagration in Clark & Knapp's paint store; May 17, Lovecraft's planing mill on Anderson avenue entirely destroyed; July 24, 17 horses burned in two barns on Kress street; July 25, Bickford Brothers' factory on Mill street damaged; August 26, oil warehouse on Glasgow street consumed; September 1, Manhattan, Rialto and other buildings burned at Ontario beach; November 25, fire in Gleason's machine shop on Brown's race.

Labor Matters.

The principal labor difficulties of the year have been those between the old street car company and its employes. They may be summarized as follows: January 2, decision of state board of arbitration in favor of employes in the Fetley matter; January 4, Driver Fetley reinstated; January 8, coffin placed on doorstep of Eugene Mann, the company's "spotter"; April 3, strike of the drivers, few cars were run; April 5, strike of barn men; April 8, 50 special policemen appointed; April 11, cars were run on all but two lines with non-union drivers; April 13, four policemen hit with stones and trampled on in a riot on North Clinton street; April 15, citizens' mass meeting to aid the strikers; May 8, many of the strikers petitioned the company to be taken back.

Other events of interest to workingmen were: January 25, Factory Inspector Connolly announced that all Rochester manufacturers had agreed to obey the fire escape and elevator laws; March 13, carpenters' meeting to advocate a nine-hour day; March 20, brief strike in Kelly's shoe factory; April 15, Thomas Phillips induced many Knights of Labor to join the Boot and Shoe Makers' International union; June 3, strike of plumbers, of short duration; July 23, state board of arbitration met to consider the strike in Geddes' cooper shop; July 31, board gave its decision, which was a compromise; September 2, Labor day observed at Maple grove; October 10, eight hour meeting at Odd Fellows' hall.

Literary and Educational.

Among the many notable lectures and addresses of the year the following may be enumerated: January 10, Mary A. Livermore; January 29, Rev. Anna H. Shaw; February 2, Rev. Robert McIntyre; February 21, Rev. Dr. T. Dewitt Talmage; April 1, George Kennan on Siberia; May 16, Susan B. Anthony addressed the Woman's political club; June 18, Edward Everett Hale addressed the Phi Beta Kappa fraternity; June 28, oration by Rev. Dr. E. J. Hanna before the Free academy alumni; August 16, Rev. Dr. Edward McGlynn; October 7, Rev. Dr. J. L. Hurlbut and George E. Vincent, before the Central Chautauqua circle; December 5, Susan B. Anthony; December 19, Joseph O'Connor on annexation.

Other events deserving a place in this classification were: January 25, Scottish society observed Burns' birthday; February 22, flags presented to public schools pupils by George H. Thomas post; April 18, Union college alumni banquet; April 30, centennial of Washington's inauguration observed; May 3, arbor day in the public schools; May 21, Williams alumni banquet; June 7, Mechanics' institute commencement; June 16-19, university commencement; June 27-28, Free academy commencement; September 12, opening of the university with President Hill in charge; November 5, Locke Richardson opened series of Shakespearian readings; November 21, Hampton students at Central church.

Local Government.

Many important matters have engaged the attention of the common council during the year. The most noteworthy were: January 8, Lake avenue asphalt improvement ordinance passed over the mayor's veto; February 5, Bernard Ritzenthaler elected overseer of the poor; March 6, J. D. Casey re-elected police commissioner; March 14, proposition rejected for immediate passage of water supply bill; March 19, Lake avenue ordinance reconsidered; March 23, reconsideration vetoed by the mayor; March 28, veto overruled; April 1, new council re-elected president Tracy and other city officials; April 16, bills endorsed bonding city for additional water supply and east side trunk sewer; April 22, Justice Davy decided council's action in reconsidering Lake avenue ordinance was illegal; May 2, Oak Hill cemetery project defeated; May 14, committee appointed to investigate the charge that the stop-gate at Hemlock lake was kept partially closed; May 28, John B. Hayd elected city sealer; June 6, College avenue improvement ordinance vetoed and also finance budget containing appropriation for Adams street pavement repairs; June 6, resolution providing for an increase of street lights vetoed by the mayor; June 11, the mayor's three vetoes overruled; June 21, Genesee street sewer ordinance vetoed; June 25, Chief Engineer Tubbs exonerated of all charges by the investigating committee; July 6, Matthews street improvement ordinance vetoed; September 14, Center street foot bridge resolution and ordinance for street east of new Platt street bridge vetoed; September 17, the mayor's vetoes overruled; November 26, Professor Lattimore reported to council that Hemlock water is better than that from lake Ontario; November 27, Alexander street bridge assessment roll vetoed; December 10, M. J. Maher re-elected assessor; December 26, all reports on the water supply referred to a new committee.

The record made by the supervisors includes the following events: January 17, Selye citizens' corps banquet; January 29, investigating commitee condemned the condition of the court house; February 7, proposition to submit the new court house project to the people defeated; February 8, adjournment of the board; April 16, special meeting to consider suits for maintenance of prisoners; August 6-7, special session at which the county account plan of employing prisoners was adopted for the penitentiary; November 12, annual session began, George A. Goss chosen chairman; November 22, contract labor authorized in the penitentiary; December 9, the state and county tax "equalized" at 66 per cent. for the city and 34 per cent. for the towns.

The schools have claimed their full share of public attention. Some of the important happenings follow: January 17, school reform mass meeting; February 18, board of education tabled a proposition to meet the citizens' committee; February 28, school reformers recommended that the power to select text books be taken from the board; March 6, board agreed to meet reformers; March 8, reform committee adopted the uniform text book bill; April 1, new board elected Milton Noyes president; April 11, general school reform meeting; June 27, Commissioner Cook confessed to a HERALD reporter that he had supplied the schools with articles from his own store and presented bills in the name of Berry Brothers of Detroit, Commissioners Kingsley and Kimmel involved in like transactions; July 15, board amended its by-laws to prevent the payment of a bill in which a commissioner is interested; November 1, M. W. Way and S. P. Moulthrop appointed principals.

Among other matters which should be mentioned in this department were the following: January 28, S. P. Moulthrop and G. A. Carnahan appointed civil service commissioners; February 25, Dr. E. M. Moore, sr., re-elected president of park commission; April 2, executive board raised the water rates to large consumers; April 29, executive board stopped the laying of street car tracks on Sophia street; May 21, state assessors conferred with Monroe county assessors; May 21, David C. Smith appointed plumbing inspector; June 7, D. H. Westbury appointed gatekeeper at Hemlock lake in place of T. M. Blossom, deceased; June 14, board of health inspected milkmen's stables; August 14, state land commissioners conferred with local authorities regarding the opening of a street through the Industrial school grounds; September 4, lot owners ordered to stop sprinkling on account of scarcity of water; November 25, permanent organization of east side taxpayers formed.

Moral and Religious.

The principal events in moral and religious circles follow: January 13, Mrs. J. [illegible] itone opened series of temperance lectures; February 17, Rev. John Graham's farewell sermon; March 7, North Baptist church organized; March 31, Free Methodist church dedicated; April 8, Rev. J. E. Adams transferred to Morristown, New Jersey; April 17, Professor J. D. Phelps appointed to First Methodist Episcopal church; April 25, Presbyterian union formed; May 5-9, theological seminary commencement; May 10, ordination of Rev. Jacob Heinrichs; May 13, Unitarian church called Rev. W. C. Gannett; May 31, Rev. W. R. Benham elected principal of Lima seminary; June 2, North Presbyterian church dedicated; June 23, fiftieth anniversary of First Universalist Sunday School; June 27, ordination of Rev. J. Ross Lynch; July 25, corner stone of Young Men's Christian association building laid; July 28, return of Bishop McQuaid from Rome; August 9, Rev. A. Vennema called to Second Reformed church; August 25, dedication of Grace Evangelical church; August 27, Rev. N. M. Mann left for Omaha; August 29, reception to Rev. Dr. A. J. Barrett; September 8, P. A. Burdick opened a series of temperance meetings; October 8, Genesee conference appointments: First, Rev. I. T. Walker; Asbury, Rev. Dr. G. C. Jones; Alexander street, Rev. S. A. Morse; Central Park, Rev. A. O. Sykes; October 11, close of "Billy" Maxwell's temperance meetings; October 13, blessing of the graves at the Holy Sepulcher; October 20, death of Rev. Dr. Barrett; October 27, Rev. J. H. Perkins' farewell sermon; October 28, meeting in memory of Dr. Barrett; October 28, Rev. Dr. Edward Judson opened series of revivals; October 31, People's mission opened; November 3, Burdick closed his second series of meetings; November 13, Sam Small spoke; November 19, dedication of South Congregational church; December 22, church of Ascension formally opened; December 23, Rev. G. B. F. Hallock made assistant pastor at Brick church; December 29, Rev. Edward Bristol's farewell sermon.

Musical and Theatrical.

Rochester has been favored with numerous excellent concerts and dramatic performances during the year. A few notable occasions are mentioned below: January 7, Clara Louise Kellogg at Lyceum; February 25-28, presentation of "Princess Toto"; April 3, Edwin Booth taken ill while appearing with Barrett; May 1, Gericke symphony orchestra; June 20, Juch-Perotti concerts; June 29, Gilmore band at Ontario beach; November 30, Jefferson-Florence company at the Lyceum; December 13-14, Booth and Modjeska at the Lyceum; December 23, presentation of "The Messiah."

Necrological Record.

The necrological record of 1889 includes the names of many who had been prominent in business, professional and social circles. The number of pioneers and other persons of advanced age is especially noticeable. The list includes the following: January 7, Julius T. Andrews, aged 80; January 29, Mrs. Amy Kirby Post, aged 86; February 26, Sylvester Lewis, aged 70; March 11, William L. Hanford, aged 80; March 13, Schuyler Moses, aged 90; March 14, Rebecca Root Buell, aged 88; March 26, Lewis H. Alling, aged 75; April 18, Mary R. Raines, aged 74; April 27, Elizabeth Rau, aged 80; May 10, Patrick Feehery, aged 107; May 11, Harry C. Jones, aged 76; June 3, Henry E. Rochester, aged 81; July 18, Ann Robbins Boyle, aged 96; August 29, William Mahar, aged 75; September 2, Catherine E. Mathews, at Keene Valley, aged 72; September 6, James O'Brien, aged 95; September 19, Andrew Brennan, aged 72; September 19, Charles M. St. John, aged 75; September 23, Betsey Post, aged 103; October 2, G. Howell Olmsted, at Charlotte, aged 73; October 24, Scott W. Updike, aged 71; November 23, James Brown, aged 83; November 29, Fayette Hungerford, aged 74; December 15, Charles A. Morse, aged 73; December 27, Alfred L. Dickinson, aged 71.

The list of professional men includes a number of honored names. Of clergymen, the following may be noted: April 29, Rev. Evert Vander Hart, aged 43; July 17, Rev. Allen Traver; October 20, Rev. Dr. A. Judson Barrett, aged 57. The physicians who have died during the year number four, viz.: February 5, Dr. Henry H. Langworthy, aged 63; March 17, Dr. John W. Southworth, aged 46; April 23, Dr. Elmer E. Curtis, aged 27; July 3, Dr. Franz Herle, aged 55. The legal fraternity has lost the following: May 26, Henry J. Hetzel, aged 32; July 5, William S. Oliver, aged 46; September 9, William J. Sheridan, aged 47; October 18, Dewitt C. Ellis, aged 61; November 13, Zimri L. Davis, aged 69.

Among the well-known business men who have passed away the following may be named: January 10, Richard Livingston, aged 43; January 17, Dellon M. Dewey, aged 69; January 30, Henry H. Morse, aged 61; March 6, George M. J. Messmer, aged 28; March 30, William K. Chapin, at Buffalo, aged 32; April 30, Cyrenius H. Finch, aged 56; May 9, Wainwright S. Osgood, aged 59; May 27, Freeman De Witt Clarke, aged 51; June 1, John C. Wright, aged 80; June 27, Thomas J. Enright, aged 39; August 6, Newman S. Phelps, aged 60; August 8, Charles Menz, aged 69; August 19, Thomas B. Groves, aged 63; August 21, Charles W. Havens, aged 48; September 3, Michael Ehrstein, aged 59; September 13, George W. Tuttle, aged 51; October 13, Andrew J. Hatch, aged 48; October 20, George Taylor, aged 57; October 24, Eugene Glen, aged 49; October 27, William P. Hawkins, aged 69; November 2, Charles S. Gordon, aged 65.

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In addition there are a number of names not properly included in any of the above classes, as follows: February 1, James Chappell of Gates, aged 81; February 2, Anthony H. Martin, aged 85; February 6, Charles F. Hotzel, aged 33; February 16, Charles G. Perking, aged 81; March 8, Albert Schoss, aged 87; March 13, Albert H. Sharp, aged 35; March 25, Ezra Mink, aged 63; April 8, Alexander M. Bruce, in New York, aged 33; May 2, George T. Stillson, aged 49; May 8, James M. Rodi, aged 42; May 26, Orsle Fulver, aged 41; July 3, Willard Rodgers of Brighton, aged 60; July 12, Ferdinand Seifried, aged 65; September 10, Peter W. Clark, at Oxford; September 20, Charles H. Williams, aged 65; October 17, George Carling, aged 41; November 15, Varnum M. Rogers, aged 63.

Political.

Leading occurrences of interest to local politicians follow: February 26, republican city convention renominated Police Justice Keeler, Anson S. McNab having withdrawn; February 27, James Maley received the democratic nomination for police justice over John A. Bernhard; March 5, Keeler defeated Maley, Davis and Aldridge re-elected treasurer and member of the executive board, common council democratic. board of education and board of supervisors republican; August 5, Henry Hebing appointed collector of customs; September 11, G. D. Forsyth withdrew from the contest for district attorney; September 18, republican county convention renominated District Attorney Benton and Surrogate Adlington, William E. Werner named for county judge; September 25, republican state convention nominated Martin W. Cooke for comptroller; October 5, republicans nominated W. A. Sutherland for senator; October 15, democrats renominated Senator McNaughton; October 16, republicans renominated Assemblyman Joseph Bauer over David Hayes; October 22, democratic county convention; October 31, O. E. Williams appointed consul to Havre; October 23, democrats nominated P. A. Sullivan for the assembly; November 5, entire republican county ticket chosen, McNaughton elected senator and Sullivan assemblyman; November 7, first exhibition of J. H. Myers' voting machine.

Railroad Development.

The building of three new railroads forms an important page in the city's history. The principal events connected with their construction and opening follow: January 5, Roberts' coal docks purchased by the Lincoln Park and Charlotte company; February 13, Lincoln Park and Charlotte road leased to the Buffalo, Rochester and Pittsburgh company; April 9, track-laying commenced on the Rochester and Glen Haven road; June 18, Glen Haven railway opened to the public; July 1, first motor car was run over the electric railway to Charlotte; July 3, officers and prominent citizens took a trip over the electric road; July 29, main line of Lincoln Park and Charlotte completed; August 11, first coal train to Charlotte over the new line.

Other railway happenings were: January 18, John F. Dinkey appointed treasurer of the Buffalo, Rochester and Pittsburgh; March 31, reorganization of the Rochester and Braddock's Bay company announced; May 6, injunction granted restraining Rome, Watertown and Ogdensburg company from operating its line on the east side of Cliff street; May 17, connecting link between Erie and Western New York and Pennsylvania opened; June 5, George A. Bowman annointed agent of the Erie Despatch; July 15, new Western New York and Pennsylvania station opened; August 12, Central dining hall opened; October 11, General Superintendent Stevenson of the Lehigh Valley inspected the proposed Genesee Valley line; October 16, special Buffalo, Rochester and Pittsburgh train left Rochester with a party of invited railroad men; November 2, Buffalo, Rochester and Pittsburgh laid additional tracks across King street; November 28, the tracks taken up by the company; November 18, mass meeting of west side citizens to protest against grade crossings; December 18, visit of state railroad commissioners.

The Crosstown and South Park street railway companies were organized about April 1. The common council granted them their franchise May 14. The transfer of the old company to the syndicate was made on November 9th and George E. Mumford was chosen president of the new company on November 22.

Sporting.

The principal local sporting events of the year follow: January 4, H. E. Leonard re-elected manager, Rochester base ball club; March 19, schedule meeting of International association; March 19-22, Rochester kennel club's dog show; April 30, opening of International season; May 15, first races of Gentlemen's driving association; July 1, John L. Sullivan started to fight Kilrain; July 29, Manager Powers took charge of the Rochester base ball club; August 5-8, schuetzenfest at Windsor beach; August 13-14, circuit races; August 15, Johnston paced a mile in 2:07¼; August 16, circuit regatta of the Lake yacht racing association; August 26-27, State horse breeders' races; August 27, Belle Hamlin lowered her record to 2:12¾; August 30, close of the tennis tournament; September 28, last game of the season played by the Rochesters, they held third place with 69 games won and 50 lost; October 22, C. J. Ives won the Rochester-Buffalo bicycle road race; November 4, Rochester base ball property sold to C. W. Zimmer and others; December 12, Athletic association's exhibition; December 21, General Brinker transferred the Rochester club to the American association.

Suicides.

There were 27 suicides in Monroe county during 1889. Of the people who ended their own lives 21 were men and 6 women. The means thus taken were as follows: Hanging 11, poisoning 6, drowning 3, cutting throat 2, jumping from buildings 2, shooting 2, setting fire to clothing 1. It is a curious fact that of the six women who committed suicide five took poison. Three notorious women killed themselves during the year, Jennie E. Doty on June 19, Cora Stein on August 23, and Ada McCormick, who died on July 30, having set fire to her clothing at the police station on July 18. Anna Diamond, a French Canadian girl, took "Rough on Rats" at the Waverley house on March 16.

Other suicides which attracted more than ordinary attention were the following: January 9, John F. Phillips hung himself at Sargent & Greenleaf's; May 4, George T. Stillson committed suicide by hanging in his barn; May 19, Edward W. Toole jumped from the fifth story of the New Commercial hotel; August 15, Ernest Shapcott drowned himself at Charlotte; October 30, George W. McGuire jumped into canal from Washington street bridge.

Miscellaneous Notes.

The liberty pole was blown down on December 26.

The Afro-American league was formed December 3.

Services in memory of Mrs. Amy Post were held on February 3, 1889.

The delegates to the International American congress passed through Rochester on October 11.

The twenty-fifth anniversary of the founding of the Knights of Pythias was observed on February 19.

The Genesee Valley club house was opened on January 22 and the Commercial club house on April 4. The Rochester yacht club's house at Charlotte was opened on September 14.

The Hahneman hospital was opened on April 10 and the Homeopathic hospital on September 18.

Local Masons celebrated on April 24 the release of the fraternity of the state from debt.

The Red Cross society voted to relieve the Johnstown sufferers on June 5.

Dr. E. M. Moore, sr., was elected president of the American medical association on June 27.

The opening of the Lake avenue pavement was celebrated on September 8.

The first kirmess continued from February 11 to 18, and the second from October 21 to 28.

Consul O. F. Williams was tendered a complimentary banquet on October 31.

The Putnam phalanx of Hartford visited Rochester on September 5.

The Western New York fair took place from September 23 to 28.

Frank R. Lawrence lodge, F. and A. M., was instituted on November 21.

Engineer Levi Lewis died on his locomotive near Cliff station on March 27.

The Post-Express.
ROCHESTER, SATURDAY, DEC. 2.

WHAT OUR READERS THINK.

The Single Tax.

TO THE EDITOR OF THE POST-EXPRESS.

DEAR SIR—The recent editorials and communications upon this subject are of deep interest to all, and while not committed to the theory, having heard or read very little of it, several points in the editorial of December 18th seems to me to admit of discussion.

You say "It is a theory set up on two fallacies—one that land or any other product of nature can have a market value except through the labor of man, and the other that the labor of man can create anything without the co-operation of nature." First "fallacy":

A tract of rich meadow has a distinct value over and above the same area of arid land, if only as pasture for cattle—and nature will produce from it good and valuable beef and mutton, without "labor of man."

Let us suppose a stream of pure water to flow through this meadow—here an additional value has been placed upon this portion of the meadow bordering upon the stream—by nature solely.

Now, to show the injustice of taxes as now levied, imagine this land thrown open to settlers. A settles upon the meadow bordering the stream, B upon a meadow some distance from it, C upon a barren, rocky hill. In time others come and a community is formed—there is competition for A and B's land, but no "rush" for the man on the rock! They decide upon improvements—roads, bridges, lighting, etc., and start a "tax." Some have drained low spots, built fences, barns, houses, etc., while others did comparatively nothing, although holding equally good land. The question of assessment arises, and the shiftless men promptly decide upon piling the tax mostly upon the "fellows" who worked—because they have fine houses, barns, fences, etc.

That those holding the fertile land should pay more than the "lone fisherman" on the rock, I admit, but not that the holders of adjoining and equally good land should be taxed in direct proportion to their industry and enterprise in making use of their opportunities.

Is that equity?

To exempt certain land, even partially, from taxation because its holders either will not or cannot make the best use of it, is as ridiculous as it would be for the purchaser of an "option" on stock to demand his money back because the stock did not rise and he did not use his option! Again, it appears to me that it is the coming together of a number of people, as in cities, that is the primary and principal cause of the value of lots, not necessarily what they build afterwards. The main cost of running a city is in no way governed by the style of architecture, color of paint used upon buildings or material of which they are constructed—except that in one direction—the fire protection—the cost would be even greater, if instead of iron, stone and brick, the business portion was composed of frame buildings!

So with delightful inconsistency, we tax the fire proof building more than the adjoining frame one, although they may be of the same size and capacity!

How much less would the city taxes be if every building in Rochester was built of wood?

It cost precisely as much to pave, light, run water pipes, sewers, etc., in front of a one-story frame building, or vacant lot, as in front of the finest building, and the one-story and vacant lot men should pay their share—or "trot in a slower class"!! The value of business locations is in proportion to their desirability—their proximity to post-office, banks, hotels, depots, etc., etc., and not because the aforesaid post-office is a very expensive affair—instance our own—a few rented rooms in an old building, but for all that it exerts a strong influence upon the business of the "Arcade."

If it is the building that makes the land valuable, how much would the value of adjoining sand lots be increased if a dozen brick block were dumped down in the middle of the Sahara!

Did not lots in the "metropolis" of Oklahoma have a decided value when the most elaborate "block" was supported by a few tent pegs with walls and roof of canvas? Was it the "improvements" or the gathering of an army of boomers that made them valuable?

Now the evolution of these canvass cities is accomplished in the face of a direct handicap upon the "hustlers"—the watchword is, "If any man tears down his tent—and erects a substantial building—tax him on the spot," that is, tax him more than the men who think a tent is good enough. At present the owner of a house is forbidden to make any improvements under penalty of the law. If it looks weatherbeaten and he paints it his taxes are increased, doubtless owing to the increased force of laborers required to clean the street in front of a painted house. If he plants flowers and shrubs in his garden, builds a veranda and new fence, the taxes go up another peg.

If his house was infested with mice, would their eviction be followed by more tax? If not, why not?

Just reverse the "usual method" of increasing the tax when a lot is built upon: Suppose some one bought the Wilder building, deliberately tore it down because he thought it such a handy place for a private tennis court, would the taxes be reduced 500 or 600 per cent. the following year, and if so, why?

[illegible] "usual method" can be applied to the operation of nature.

This is a fallacy—man cannot increase or decrease the amount of matter of which the universe is composed by one atom, but who [illegible] cannot and does direct advantageously the infinitesimal [illegible] of matter he touches. A piece of canvas possesses very little value and it would be good measure to put nature's share of that value at 1 cent—services rendered in growing the material—but the "labor of man" can make that yard of canvas worth $100,000! Proof—Millet's "Angelus." What proportion of the value of a famous piece of statuary, carving, or other work of art is due to "nature's co-operation?"

In paragraph 4 of editorial in question you say that the man who erects a great building should be taxed more than the owner of adjoining lot "because he has enriched the community." Then if a man donates a park or hospital to the city why not go for him! Don't celebrate, make life miserable for *all* philanthropists.

In same paragraph you say: "The usual method is to put a fair share of the burden on those who are best able to bear it and who have the largest interest in the prosperity of the community." Is it? For instance, a certain street is built up on one side only, the owners of the vacant lots (for that matter, say all the property owners) want water, sewers and sidewalks—in this case is the result as you style the "usual method" to be? Is not more than a "fair share" placed upon those least able to bear it, and who are least interested in the prosperity (growth) of the city? It is to be supposed that all are interested in the growth of the city, but the owners of vacant lots are more anxious, usually, for a crowd than the old resident—in many cases it only means having his view spoiled! while to the real estate speculator the growth of the city is everything!

It might be said that the people owning houses would be the ones to demand the improvements, but there are frequent instances where the demand comes from poor laborers perhaps feel unable, yet, to pay for them, but are forced to pay more than their share because the other folks want to attract buyers for their lots!

I believe in improvements and progress, everytime, but I don't see why, if some one took that way of gaining notoriety, an apple orchard in the center of London should not pay as much tax as the buildings torn down did—do you?

If space and editorial courtesy were unlimited, more might be said, but both have been unjustly "taxed" already.

Rochester, December 21st, 1889. LOOKING BACKWARD.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 2, 1890.

ROCHESTER'S WATER SUPPLY.

Millions of Dollars and Millions of Gallons of Water.

Dec. 31, 1889.

Editor Union and Advertiser:

In the Post-Express, Feb. 16, 1888, will be found a clause from the address of Chief Engineer Tubbs before the American Water Works Association at Cleveland, O., which reads as follows:

"When it is stated that the city of Rochester, with a population of about 130,000, has already expended $4,000,000 in the construction and extension of the water works, and that the water shed of its source of supply embraces forty-two square miles, it will be evident that the ideal method of preserving the sanitary purity of its water supply could not be adopted because of its enormous expense. The ideal method would, unquestionably, be the purchase of the whole water shed area by the municipality, the clearing away of all buildings, improvements and occupants and allowing it to assume as soon as possible a natural condition of forest wilderness and savagery."

Is not this Napoleonic, or after the manner of Baron Haussemann? Why should our Baron hesitate at expense? Was he ever known to do so before? Two or three millions of dollars, more or less, of what consequence to him? He could stand it no doubt. But, seriously, fellow taxpayers, consider for a moment the folly of going to the expense of one and a half to two millions of dollars to construct an additional conduit of only twenty-four inches in diameter, nearly thirty miles in length, through a hilly country, to obtain a limited supply of water that is in constant danger of being defiled by reason of its surroundings and to obtain which large sums of money will have to be paid to the owners, and to transport which from the lake to the city, two new reservoirs are recommended by Mr. Tubbs, each of which would have to be maintained at an expense to the people, no doubt as great, if not in excess of the cost of maintaining the Rush and Mount Hope reservoirs, which by the way is as follows:

For the year ending April 1st, 1888:	
Storage reservoir	$ 868 92
Distributing reservoir	9,267 50
Total	$10,760 42
See Water Works report April 1, 1888.	

It should be borne in mind that not only Mr. Tubbs, but the gentlemen from abroad, Messrs. Fteley and Fanning, propose that a new conduit shall be only twenty-four inches in diameter.

Contrast this with a tunnel about one mile west of the mouth of the Genesee river, say six or seven feet in diameter, extending into the lake one and a half miles, which could be constructed for $800,000, or less. It will be seen that by this method (say only a six foot tunnel were to be adopted) we should be able to receive a supply of water nine (9) times greater than a conduit of two feet in diameter would give us and at a distance of only five miles from the city instead of thirty.

S. B. ROBY.

Some Interesting Figures From the Inspector's Report.

Inspector Nobles of the Executive Board has prepared an interesting table about the amount of building in the city during the past year, which is given below as follows:

Ward.	Brick Blocks.	Brick Dwellings.	Repairs to Brick Buildings.	Frame Blocks.	Frame Dwellings.	Frame Flats.	Repairs to Frame Buildings.	Stables.	Brick Barns.	Frame Barns.	Amount Bond.	Amount Deposit.
1	*1	*1	2	..	..	..	..	..	1	..	41 45	....
2	*2	..	2	..	9	2	..	..	..	..	70 00	....
3	*1	..	2	..	..	..	..	..	..	..	..	....
4	*1	..	2	..	18	1	8	..	1	..	109 43	....
5	..	..	3	..	8	..	5	..	..	..	86 17	....
6	5	*1	2	..	12	..	..	..	*1	..	203 20	....
7	*2	1	..	..	7	..	4	..	..	..	155 44	1 00
8	*1	1	2	..	27	..	9	2	2	1	1,125 46	3 50
9	8	5	..	1	170	60	1	..	..	..	344 30	14 45
10	3	3	3	1	74	16	..	..	..	..	276 60	12 06
11	..	..	3	..	51	..	..	..	..	..	236 35	7 80
12	2	..	2	..	41	..	..	..	..	..	..	....
13	*1	..	2	..	17	..	..	..	..	..	103 45	1 00
14	*4	*2	2	..	63	..	..	..	..	..	191 41	18 00
15	*2	..	2	..	21	..	5	..	..	..	179 52	2 80
16	2	..	2	..	21	..	..	..	..	..	68 26	1 20
17	*1	..	2	..	176	..	11	..	..	..	1,308 [illegible]	4 20
18	*1	4	2	10	472	..	33	..	3	1	1,715 22	44 38
Tot.	44	17	35	12	1265	79	68	2	7	21	....	....
Cement sidewalks, 104,990 sq. ft..											$ 104 29	
Total											$3,520 73	117 15

* Meter.

Opposed to a Permanent Board of Arbitration, and a Reduction of Wages.

Since the proposed new scale has been under discussion between the shoe manufacturers and the workmen, the manufacturers have submitted a proposition that a local board of arbitration be appointed from the bosses and the men. This board was to be a permanent one to which all grievances would be submitted for settlement. The plan was not regarded favorably by the workmen, who at recent meetings of their unions their representatives on the committee now in conference with the manufacturers were instructed to oppose any such idea. It was also the sentiment of the workmen that a reduction of the present scale would not be entertained without a struggle. Said a shoemaker this morning: "The men have had pretty steady employment since the strike of 1887, and the bosses are just now crowded with orders. The men, although they are slow about entering upon another strike to maintain what they deem is but a reasonable scale, will firmly resist a reduction. The talk about a permanent board of arbitration did not meet with a hearty reception from the workmen. A temporary board might be all right, but when we want a permanent board we'll look to the state authorities or have none at all. The meeting of the bosses to-night, I suppose, is to get instructions for their committee to present at the joint meeting of the manufacturers and the workmen next Saturday night."

CHAMBER OF COMMERCE.

Annual Meeting—Officers' Report—The Banquet.

The board of trustees of the Chamber of Commerce will meet next Monday evening. At the meeting of the board it is expected that the question of the annual banquet will be settled.

A few members have expressed their opposition to a banquet, but it is probable that one will be held, and a committee will be appointed to make the necessary arrangements.

The annual meeting of the chamber will take place a week from Monday evening, when officers will be elected. President Kimball, Secretary McClintock, and the other officers are at work on their annual reports, which are expected to prove of great interest. In Secretary McClintock's report it is expected that the questions of water storage and natural gas will be discussed at length.

GOVERNOR HILL'S SAY SO

All That is Now Needed to Give Rochester More Troops.

THE APPLICATION AT ALBANY

A Muster-in-Roll of First Rate Names—The Governor Favors the Application, But There Are Thirty Others Before it on File.

Inquiries have been so frequent of late as to how the new company is getting on and when it will be mustered in, that the following dispatch from our special correspondent at Albany has been of interest. It shows that all that can be done here, has been done, and that the matter now rests solely with Governor Hill.

ALBANY, Jan. 1, 1890.

Whether Rochester shall have another separate military company rests solely with Governor Hill, who, as Commander-in-Chief of the National Guard, passes upon all applications for admission to the service.

The application from Rochester, properly drawn up, has been in the hands of the Adjutant General for several months. Governor Hill has examined it and is said to be inclined to give it his sanction.

The application from Rochester is now in the hands of the Adjutant General, and from there it will be forwarded from Rochester to the state military headquarters here:

MUSTER-IN-ROLL.

We, the undersigned, do hereby on this ——day of——, 188, volunteer and enlist to serve as soldiers in the National Guard of the State of New York, for the term of five years, unless sooner discharged, and we do solemnly swear that we will support the Constitution of the United States, and of the State of New York, and obey the laws governing the military forces of the State of New York, and the by-laws of the organization, to which we may belong.

(Signed).

C. Henry Amsden, William C. Powers, E. N. Walbridge, L. B. Smith, William E. Sloan, E. L. Adams, D. W. Cory, Harvey E. Cory, Henry S. Quinby, George M. Pond, Roswell T. Clarke, Louis F. Cartwright, Gurney F. Curtis, John M. Williams, L. S. Ward, Edward H. Chapin, Walter S. Bigelow, William C. Fox, A. Herrick Smith, H. M. Stewart, Charles M. Briggs, Charles B. Walters, E. E. Yott, Auguste Bourhon, H. B. Gould, P. L. Apgar, C. F. Hardy, J. S. Briggs, John B. Howe, Burt E. Anthony, William A. Turpin, W. F. Banon, A. L. Genthner, Emis J. Esser, Jacob W. Grew, Charles S. Lacey, William J. Graham, T. V. French, W. D'Orville Doty, Jr., P. D. Lewis, Martin B. Hoyt, H. K. Wisner, L. G. Haskins, O. F. Tarrance, Charles H. Davis, Frank L. Cushman, William C. Seward, Clarence Williams, Charles G. Arnold, O. R. Sanders, Edward Hayden, R. M. Swinburne, Joseph B. Wright, H. D. McLean, F. G. Smith, Fred M. Ashley, Chester C. Ashley, Hiram Fear, Henry Lampert, Joseph H. Dodg, Charles C. Force, William M. Cummings, Dara C. Ucch, Fred A. Lester, S. P. Griswold, Joseph L. Rice, Edmund B. Nolan, Henry T. Edson.

The following extract from the regulations sets forth the method of procedure necessary in organizing a military command in this state:

"Application for authority to organize a new troop, battery or company will be made in writing to general headquarters. Upon receiving such authority, the person obtaining it will proceed to the enrollment, and when the full number required by law, he will prepare in triplicate a muster-in-roll of the company, notify general headquarters of the fact and ask that an inspection and muster-in of the men enrolled be made. Thereupon an inspector will be detailed who will inspect the men, administer the oath to those whom he accepts; sign the muster-in-rolls, provided at least the minimum number of men required has been accepted by him, and forward one to the adjutant general, one to the inspector general, and leave one with the organization. He will then call the company to order and proceed with the election of officers, make return thereof to the commanding officer of the division, in whose district the troop, battery or company has been organized, and report his action to general headquarter. The new troop, battery or company will then be assigned to a battalion, regiment, brigade or division, etc."

If the application is duly endorsed by the Governor, the command is inspected by the proper official of the State Guard, who then files the following document at state headquarters:

"I hereby certify, on honor, that pursuant to G. O. No. —, A. G. O., I have this day inspected the above named men; that I have found them to be able bodied, and able to read and write; that they acknowledged the signatures opposite their names to be their own, and that I have duly sworn them in the service of the state, as members of the National Guard."

The Post-Express
ROCHESTER, FRIDAY, JANUARY 3.

THE RIGHT OF WAY

FOR THE NEW ROUTE TO THE DRIVING PARK.

Judge Adams Overrules Objections of the Residents of Sophia Street and Grants the Petition of the Street Car Company.

The Rochester City and Brighton railroad long contemplated the construction of a new street car line from the "four corners" along West Main to Sophia, to Jones avenue, to Saratoga avenue to the Driving park. Such a line would relieve the pressure upon the State street line, give a more direct route to the Driving park and do much to assist in building up the portion of the city west of Lake avenue. It will be remembered that many of the residents of Sophia street vigorously protested against the granting of the right of way by the common council, and when they found this unavailing ten or a dozen of them secured injunctions against the street car company preventing it from laying tracks in front of their premises. For some time the company took no further steps in the matter, and it was thought by some that it had abandoned its project, for the present at any rate, but yesterday afternoon ex-Judge Thomas Raines, on behalf of the street car company, asked for the appointment of a commission to condemn the right of way and assess damages. Attorneys Henry J. Sullivan, John A. Bernhard, Roy C. Webster, D. D. Sully, W. A. Sutherland and Judge W. E. Werner, were present in the interests of the Sophia street property owners. Mr. Sutherland, on behalf of Dr. Hurd and other clients, opposed the petition on the ground that it was not necessary for the company to pass through Sophia street; that it already had a route through State and Allen streets [illegible] as well. The argument [illegible] the entire afternoon. Judge [illegible] finally overruled the objections and granted the petition of the street company. The attorneys interested in the case again assembled in court this morning. Judge Raines wanted the commission appointed by the court at once. Mr. Sutherland said that he had had no opportunity to consult his clients, and asked for more time. Mr. Raines, however, insisted that there should be no delay as he wanted the matter closed up at once. The appointment of the commission was finally postponed until this afternoon.

In the special term this afternoon Judge Adams appointed as commissioners in all the cases, save that of Matthias Daus, James C. Smith, James S. Brackett and Charles J. Burke. In the Daus case Judge W. E. Werner demanded a separate commission, and Judge Adams accordingly appointed James L. Angle, P. B. Hulett and W. J. Ashley.

EXHIBITION TRAIN.

Shall Rochester Manufactures Be Represented?

John Gilman of Worcester, Mass., called at the Chamber of Commerce rooms this morning and detailed to Secretary McClintock a plan for an Industrial Exhibition train. This is an extension of the western idea of an exhibition car such as was sent out by the state of California last year. It was found that but little attention was given to such an exhibition by the general public, although the press treated it handsomely. A single car was not enough to draw the crowd. Mr Gilman's idea is to combine the exhibits of many cities, counties or states and thus secure a display requiring a train of fifty or more cars. He would make Washington the headquarters of the exhibit, and send the train all over the country. As proof that the scheme meets with favor, Mr Gilman says he already has contracts for twenty cars. It is proposed to form a stock company to manage the enterprise, and all the expense imposed on the merchants and manufacturers of a city who contribute a stock car will be the amount of the salary for an attendant in charge of their display. The idea is to make the exhibition a permanent one as an advertisement for the business men who contribute to the display.

Secretary McClintock is favorably impressed with the idea and will bring it before the chamber.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 3, 1890.

DAILY CONSUMPTION OF WATER.

Interesting Information from Chief Engineer Tubbs.

On December 26th, the editor of the UNION YEAR BOOK asked Mr. Tubbs if a certain statement of water consumption for the years 1877 to 1887 was accurate, and requesting, if so, that he fill it out for 1888 and 1889. Mr. Tubbs, under date of December 28, 1889, sends the following statement of the average daily consumption of water from 1880 to six months in 1889, as computed by his assistant, George W. Rafter:

Revised table, showing the average daily consumption of Hemlock water in Rochester in each calendar year, from and including the year 1880:

Years.	Average Per Day for 1 year.
1880	5,420,063
1881	5,923,183
1882	5,775,768
1883	6,200,135
1884	6,523,139
1885	6,977,467
1886	7,477,511
1887	7,945,211
1888	8,185,249
1889, first six months	8,746,929

Mr. Tubbs kindly furnishes the following explanation of how the following figures are obtained, and very properly suggests that the explanation should accompany the above table:

The formula from which was calculated the table of flow into Mt. Hope reservoir was based upon the best observation up to that time made. These formula gave as I stated at that time (see page 63 of my report of 1876) a total flow through our conduit of about 7,000,000 gallons per day, and the formula for the amounts used in the city was based upon the same coefficient. The experiment made at Rush reservoir in 1876 convinced hydraulicians that the coefficient was too small, and later observation on other lines has confirmed this opinion and larger coefficient are universally employed. The same coefficient which would give a flow of 9,000,000 gallons per day through our conduit, when applied to the formula for the determination of the amount of water used in the city for the past ten years would give much larger, and no doubt more correct results, than those contained in the printed slips you have sent me. With the foregoing explanation I take pleasure in sending you the revised table of average daily consumption for the past ten years as carefully prepared by my assistant, Mr. Geo. W. Rafter.

Following is the table sent to Mr. Tubbs for verification:

The following table shows the average daily consumption of Hemlock water from April 1st to April 1st, beginning with the date of 1876:

Years.	Gallons Consumed.	Years.	Gallons Consumed.
1877	2,[illegible]	1883	4,[illegible]
1878	2,[illegible]	1884	[illegible]
1879	2,[illegible]	1885	[illegible]
1880	2,806,[illegible]	1886	[illegible]
1881	4,341,182	1887	5,[illegible]
1882	4,258,[illegible]		

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle
JANUARY 4, 1890.

MUNICIPAL OWNERSHIP.

The city of Jamestown may be encouraged to persist in its experiment of municipal ownership, by the proceedings at the meeting of the Chicago Sunset club in which a discussion revealed that an overwhelming majority of the members favored municipal ownership of all monopolistic franchises. It would be hardly fair to assume that the expressions of this organization represented public opinion, but its members are men of standing in the community, and there is no doubt that its action voiced the sentiments of a large number of people throughout the country.

The subject is receiving considerable attention just at present and the result of Jamestown's effort to own and control its electric light apparatus will be awaited with more than ordinary interest. The scheme has its attractive features, but the more conservative see in it a temptation to politicians and city officials and it is this danger which seems to have antagonized the better element in Jamestown to the enterprise.

Two New Companies.

Articles of incorporation of the M. D. Tarba Manufacturing Company, with a capital stock of $5,000, were filed in the county clerk's office yesterday. The incorporators are M. D. Tarba, Fannie M. Tarba and Hannah N. Turner. The company will manufacture and sell charcoal and kiln-dried kindling wood. There were also filed articles of incorporation of the Rochester Disinfectant Company. The capital stock is $10,000. The names of the incorporators are: M. D. Tarba, Edward C. Meyer, Charles W. Clapp and Thomas D. Wilkin.

NOTHING TO ARBITRATE

How the Shoemakers Have Instructed Their Committee.

A STRIKE SEEMS IMMINENT

Employes of Fourteen Shops Vote to go Out if the Lasters Receive Notice of Reduction—Plan Proposed by the Manufacturers Refused.

The conference committee representing the manufacturers and the shoe makers are to have another meeting this evening, when a final attempt will be made to amicably adjust the difficulties that have arisen in the way of adopting a new schedule of prices for the present year.

In spite of the fact that both sides have seemed inclined to reach a possible adjustment of the matter, from the instructions that each side has given its representatives in this conference a strike on the part of the shoemakers seems more than the probable outcome. The manufacturers held a meeting Thursday evening at the Chamber of Commerce, when they instructed their representatives what course to pursue. They refused to say to the public just what these instructions were. It was learned yesterday, however, that they decided to have their representatives insist on a reduction in the scale.

The proposed reduction, while greater in some shops and some branches of the same shops than others, amounts to about 10 per cent on the average. While some of the manufacturers have already given notice of the proposed reduction, the association has expressed its willingness to arbitrate any question, and on Monday last it sent a circular to each of the shoemakers' unions detailing the plan which it had adopted for settling questions in the future. The circular was signed by J. William Naylor, as secretary, and the plan proposed was that in the future all differences between the manufacturers and the men should be referred to a board of arbitration consisting of six manufacturers and six representatives of the men. In case these twelve men should fail of an agreement, one man from each side should constitute a committee which should choose an outside man who should constitute the thirteenth member of the arbitration board; a majority decision to stand in all cases. The lasters, fitters, the employes of the hand sewed rooms and the finishers, have all considered this proposition, and all have voted in assembly against accepting this plan of arbitration. Last evening there was a largely attended meeting of the finishers held in the City Building when the matter was thoroughly discussed. The delegates to the conference were present, and they were instructed to inform the manufacturers that their proposition had been rejected on the ground that "the shoemakers have nothing to arbitrate."

As the old scale expires this evening, it is expected that reductions will be pasted in some of the shops Monday morning. The reductions are expected among the lasters first, as already some three or four shops have given notice to that effect. At last night's meeting fifteen different shops were represented, and it was voted to quit work in all of them Monday morning, in case the lasters are served with notice of reduction.

This action means a strike directly affecting over five hundred men, and indirectly many more. Said one of the leaders last night: "In case the men go out of these fourteen shops, we expect those from other shops will follow, and if the manufacturers are determined, as they say they are, it will be a bitter fight. When the last strike occurred we were in the Knights of Labor and were not organized as we are now. We now belong to the International Boot and Shoe Makers Union, and are affiliated with the American Federation of Labor, and are prepared to fight."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 6, 1890.

IN THE SHOE SHOPS.

Manufacturers Holding Conferences With Their Employees.

Several of the shoe manufacturers are to-day discussing with their employees the important subject of wages. It is expected that, in some instances at least, the questions at issue will be satisfactorily settled during the day. No definite arrangement was made at the conference Saturday evening between the manufacturers' and the employees' committees. These committee were appointed not to discuss the details of the proposed reduction, but solely for the purpose of devising some means of settling the differences without resort to a strike on the one hand, or a lockout on the other. The manufacturers' committee submitted several offers for arbitration, but the employees' committee had not been authorized to take final action on any proposition. This is all that can be learned, as it was understood at the conference that the proceedings should not be made public, and those who were present are accordingly reticent in speaking on the subject.

In some of the shops only a portion of the men are working, the others waiting until the questions at issue are settled.

J. W. Naylor's employees held a conference with him, commencing at noon today and continuing for several hours. Mr. Naylor claims that the only reduction he has made is in classes of work for which he pays more than other Rochester manufacturers.

Local Stock Board.

The local stock board was conducted at the foot of the grand stairway in Powers block at 12 o'clock this noon, by Frank J. Amsden. The following is a record of the transactions: 112 bid for Central Bank stock; 98 asked for 10 shares Title Insurance Co.; 100 asked for 5 shares Edison Electric Light Co.: 125 asked for 100 shares Rochester Electric Light Co.; 95 asked for 10 shares. Lyceum Theater Co.; $63 bid for H. H. Warner Co. stock, ordinary; $50.40 asked for H. H. Warner Co. stock, vendor; par asked for H. H. Warner Co. stock, preference; par asked for H. H. Warner Co. debenture bonds.

Democrat and Chronicle
JANUARY 7, 1890.

THE SOFT COAL NUISANCE.

The Hearing Before the Law Committee of the Common Council.

The law committee of the Common Council, to which was referred the petition and complaint against the Eastman dry plate factory on Court street, devoted fully two hours yesterday afternoon to hearing statements of the allegators. Of the committee there were present Aldermen Williams, Thayer, McMillan, Fee and Kelly. Among the complainants were Robert Sloan, George T. Parker, Richard H. Lansing, E. B. Adams and James McMannis. The petitioners pray that the works may be declared a nuisance and their removal ordered on account of the unpleasant odor, the smoke and the noise. The company was represented by Mr. Eastman and by Hon. Walter S. Hubbell. Mr. Eastman disclaimed the use of any chemicals that would give forth poisonous odors, and said that the smoke was the result of using soft coal, but that any one of a dozen factories in the vicinity caused as much smoke as their own. The committee will probably recommend the company to try the use of the smoke consumer. Mr. Hubbell, in speaking for the company, said:

"I doubt if these petitioners know what they are asking at the hands of this committee. If you order the removal of this factory you order the removal of the whole plant, which means suppressing an industry employing over 250 hands. The fact of it is, Rochester is fast becoming a soft coal using city and a manufacturing city. In her manufactories lie her prosperity."

GETTING READY TO EAT

Date Set for the Chamber of Commerce Banquet.

OUR CHAUNCEY MAY BE THERE

Other Guests to be Invited—How the Fire Insurance Rates May be Lowered—The Building Project Promises to Materialize.

The members of the Chamber of Commerce will eat "officially" on the evening of January 30th.

They will doubtless eat many times previously to that date, but at a meeting of the Board of Trustees held last evening the annual banquet was set down for that date and a banquet committee consisting of T. B. Griffith, J. H. Hayden, H. C. Kimball and Secretary J. Y. McClintock was appointed to arrange all details. The chamber proposes to eclipse its record for banquets on this occasion, and as a start-off, voted to invite as guests of the evening Hon. C. M. Depew, Andrew Carnegie, Erastus Wiman, the Board of Aldermen and the members of the Executive Board.

Besides arranging for the banquet, the Board of Trustees accomplished other important business. A resolution was passed [illegible] improving [illegible] at Charlotte [illegible] opening [illegible] channel into Irondequoit bay, rendering it a harbor for vessels, and compelling the Rome, Watertown & Ogdensburg Railway Company to construct a draw bridge at the entrance to [illegible]

W. S. [illegible] chairman of the insurance committee made an elaborate report based upon a conference with many companies, relative to securing a reduction in the rates of fire insurance. Accompanying the report was a letter from Selden Page, secretary of the Board of Fire Underwriters, which advises the committee that the rates in Rochester are at present lower than in most cities and will compare most favorably with most large cities. The letter also states that many of the large risks are rated by schedule standard, whereby charges are made for any defects found, and corresponding allowance made for improvements. "This is considered a most equitable system of rating, as insurers practically make their own rates, since it is a well known fact that the Board of Underwriters welcomes the improvements in all risks and make concessions in rates accordingly." Accompanying the report was the following resolution which was adopted:

"In view of the disastrous conflagrations which have occurred in various parts of the country the past year, the Board of Trustees of the Chamber of Commerce is of the opinion that the danger of fire may be greatly diminished by a thorough and systematic inspection of buildings and premises, and suggests and recommends to the Board of Underwriters of this city that means may be taken as soon as possible to organize and maintain such a protection after the most improved methods, believing that in this way effective safe-guards may be provided which will result in a reduction of rates and add to the security of life and property."

Secretary McClintock and S. B. Roby, were appointed to represent the chamber at the convention of various commercial bodies of the country at Washington, February 6th. In the afternoon at the meeting of the executive committee, Secretary McClintock's annual report was submitted and passed upon. The Secretary reports that the renewal of memberships are being received rapidly. New members were accepted last night as follows: Rochester City and Brighton Railway Company, Rochester Machine Tool Works, C. H. Palmer and W. J. Denio.

Complaint was made through L. P. Ross that shippers are being asked by railway companies to sign a release in case of large shipments. The railway committee was asked to investigate the matter.

The committee on building had expected to be able to make its report at the next meeting, but owing to the absence from the city of some of its members the report will probably be delayed. The report can be foreshadowed by the statement of one of the prominent members of the committee last evening. "The members of the committee are all individually sanguine that they can raise all the money required to put up a handsome fire-proof building. We have had voluntary offers of subscriptions from most of the leading capitalists in the city. Now the only question is simply one of being able to co-operate on a site that will be acceptable to the committee and to the association.

The committee has already had more than a dozen sites offered. A mass of information has been collected from other cities where the associations own houses of their own and in every instance the scheme has proven the greatest success. It is the opinion of the committee that no building should be constructed to cost less than $200,000.

ROCHESTER MORNING HERALD
[illegible]Y, JANUARY 7, 1890.

ITS BANQUET.

WHEN THE CHAMBER OF COMMERCE WILL DINE.

Depew, Carnegie and Wiman Invited—Harbor Improvements—Fire Insurance Rates—The Railway Project—New Members.

The regular monthly meeting of the board of trustees of the chamber of commerce was held last evening and considerable business was transacted. One of the subjects which caused most discussion was that of harbor improvement. A resolution was adopted memorializing congress to make the necessary appropriations to carry on the work of deepening the channel at Charlotte and also to open a channel from the lake into Irondequoit bay. The bay would then be made into a harbor with proper anchorage for large vessels. Congress is also asked to order the Rome, Watertown and Ogdensburg railroad company to build a swing bridge across the proposed channel.

W. C. Barry presented a report from the committee on postal facilities, statistics and insurance, which has been devoting much time to the consideration of the latter of the three subjects. Its members have endeavored to secure a reduction of fire insurance rates and have communicated with the board of fire underwriters with this in view. The report embodied a letter from Selden Page, the secretary of that board, in which he says [illegible] here are lower than in most cities and compare favorably with those of other cities equally well protected. Many large risks are rated by a schedule standard whereby charges are made for any defects found and a corresponding allowance made for their improvement. Mr. Page says this is conceded to be a most equitable system of rating and because of it insurers practically make their own rates, it being a well known fact that the board of underwriters welcome an improvement in all risks and makes concessions in rates accordingly. The committee offered the following resolution which was adopted by the trustees:

In view of the disastrous conflagrations which have occurred during the past year in various parts of the country, the board of trustees of the chamber of commerce is of the opinion that the danger of fire may be greatly diminished by a thorough and systematic inspection of buildings and premises, and suggests and recommends to the board of underwriters of the city that means be taken as soon as possible to organize and maintain such an inspection after the most improved methods, believing that, in this way, effective safeguards can be provided which will ultimately result in a reduction of rates and greatly add to the security of life and property.

S. B. Roby and Secretary McClintock were selected to represent the chamber at a conference of commercial bodies to be held in Washington on February 6th. Four new members were elected as follows: Rochester City and Brighton railroad company, Rochester machine tool works, Charles H. Palmer, William L. Denio. Secretary McClintock reported that renewals of membership are coming in rapidly, greatly in excess of the number received last year at this time.

The matter of the annual banquet was then brought up. It will be held on the evening of Thursday, January 30th, and a committee consisting of T. B. Griffith, J. Alexander Hayden, H. C. Kimball and Secretary McClintock were appointed to make the necessary arrangements. It was decided to invite as the guests of the evening Chauncey M. Depew, Andrew Carnegie and Hon. Erastus Wiman. A reception committee will be appointed later on and further details arranged. By a unanimous vote of the trustees it was decided to invite the members of the common council and executive board.

Complaint was made that many large shippers, especially nurserymen, are being asked by railroad companies to sign releases, providing that the companies shall not be held responsible for damage to goods in transit. The railroad committee was instructed to investigate the matter and then the board adjourned.

At the meeting of the executive committee yesterday afternoon Secretary McClintock submitted his annual report, which will be presented to the chamber at the annual meeting next Monday evening.

The committee having in charge the project for the new chamber of commerce building has held two meetings, but will probably not be ready to present a report before the February meeting. Every member is sanguine that the money can be secured to erect a handsome, fire-proof building. The estimated cost is $200,000. Voluntary offers of subscriptions have been received from most of the local capitalists. Thirteen eligible sites have been tendered the committee. A mass of information has been collected from other trade organizations which have erected buildings. In every case the buildings are voted a success.

IS IT A NUISANCE?

ALLEGATIONS CONCERNING THE EASTMAN FACTORY.

Many Citizens Complain of Annoyance by the Smoke and Smell—Mr. Eastman Claims the Odor to be Healthful.

All the members of the law committee of the common council—Aldermen Williams, Kelly, Thayer, McMillan and Fee—were present at the meeting held in the city attorney's office yesterday afternoon. But there were many other citizens in attendance at the meeting, for the committee had announced that it would hear allegations concerning the Eastman company's factory on the corner of Stone and Court streets. At the last meeting of the common council a petition was presented stating that the factory was a nuisance and praying for relief. The matter was referred to the law committee, and that was the reason that so many Fourth warders attended yesterday's meeting. Among them were David Copeland, Samuel Sloan, James McMannis, William Whitelocke, R. H. Lansing, Myron W. Sprague, W. W. Adams and George T. Parker. The company did not lack for representatives, as George Eastman, E. O. Sage, Brackett H. Clark, M. K. Woodbury and John H. Kent were present and took a keen interest in the proceedings. Hon. Walter S. Hubbell appeared as counsel for the company.

Mrs. Wescott of 80 Stone street was first called on to tell her grievance. She complained of the soot and smoke from the factory and said that the smell was very annoying. The soot, she said, will not come off from clothes hung out until they are washed again. Mrs. Wescott also said that the all-night noise of the [illegible] impossible to sleep.

[illegible] Copeland, whose residence, at the corner of Court and South Clinton streets, is in close proximity to the object of complaint, asserted that the factory was an intolerable nuisance and that the smell from it was sickening. Said he: "I can take a clean pocket handkerchief and make it perfectly black around any window in my house on the south and west sides. It doesn't make any difference if the windows are clean in the morning; they are black again before night. Our curtains are all black. The people around there have been very patient. We don't want to injure anyone's business but they are destroying our property. The house next to me is vacant, and I doubt whether it can be rented or sold while this nuisance continues."

Mr. Parker said that he appeared on his own behalf and on behalf of Dr. Biegler, whose wife, he said, was ill and whose recovery was prevented, while she remained at home, by the sickening odors from the dry plate factory. The scent, the speaker said, was like that from banana skins, and had the effect of nauseating many people. Mr. Parker emphasized the case of Mrs. Biegler, and said that she gained strength when away from home only to get worse on her return on account of the smells from the factory.

Samuel Sloan said that he spoke for himself, his wife and his washerwoman. He spoke of the stench as intolerable, and said that there seemed to be an oil in the smoke that made it very tenacious. Mr. Sloan admitted that some of the annoying smoke came from institutions other than the Eastman factory, but said that the odor was not perceptible until the factory in question had been refitted for its present use.

R. H. Lansing, on behalf of his own family and several neighbors, said that he could not use language strong enough to describe the nuisance. Ten different manufacturing institutions in his neighborhood, he said, poured out black smoke and soot. One of the stockholders of the Eastman company had acknowledged to Mr. Lansing that the smoke from the factory was a nuisance and ought to be abated but said that his company didn't want to be the first to use a smoke-consumer. The speaker said that he understood that the substance causing the odor was amyl—a drug so powerful that physicians exercised the greatest caution in prescribing it for inhalation.

Allegations against the factory in question were also made by W. W. Adams, representing 22 boarders at 59 South Clinton street; Dr. Sumner Hayward, 57 South Clinton street; William Whitelocke of Stone street and James McMannis.

On behalf of the company George Eastman said that so far from being hurtful, the odor was healthful and was so much considered so in the factory that it was a frequent jest among the workmen that the company ought to raise their salaries on account of the ravenous appetites caused by working in the factory. The drugs used, Mr. Eastman said, are acetate of amyl and the purest wood alcohol. All the men are healthy, and the foreman, from a dyspeptic, has become a robust man, entirely free from the disease. Soft coal was used, the speaker continued, but was burned in an ordinary manner and without a forced draught. Therefore the smoke from it could be no different from that from any other factory.

Lawyer Hubbell called the attention of the committee to the magnitude of his client's business, and said that it carried the name of Rochester all over the world. He predicted that within a few years the Eastman company would be the largest concern in the city. The aldermen should think twice, he said, before driving such a business out of the city. Mr. Hubbell praised Mr. Eastman's inventions and said that he was to photography what Morse was to telegraphy, Edison to electric lighting and Bell to telephony.

The committee, after patiently hearing everybody who had anything to say, took the case into consideration. It is not unlikely that the matter will be referred to the board of health.

The Lake avenue assessment case was taken up and was finally referred to the city attorney, together with the assessors and the city surveyor, in order to find out who owns the sloping terrace and the roadway at the point where Lake avenue crosses Deep Hollow.

DESERVES CONSIDERATION.

The Syracuse Courier has given formal notice that that city will demand from the legislature directly the privilege of taking what water it requires from Skaneateles lake, and it estimates that there are some terrible things in store for the misguided people who will oppose the efforts. The Syracuse Herald is more moderate. It says the case of Syracuse was presented to the canal board on the proposition that there was water enough in Skaneateles lake for both the city and the canal. "Buffalo," it says, "has not refuted the arguments of Syracuse. The representative of the city simply raised the cry that the canals would be ruined, and the cry, it would appear, prevailed with the members of the canal board."

That is about the size of it. As this paper noted at the time the figures of experts presented to the canal board showed there was plenty of water, and the board in giving its decision against the city did not dare go beyond the statement that it had "some slight doubt" on the subject. The need of a supply of water for domestic use in Syracuse is very pressing, and she will deserve the highest consideration when she presents her claims to Albany this winter.

ROCHESTER MORNING HERALD
[illegible]AY, JANUARY 8, 1890.

METERING WATER.

ALDERMAN SELYE FINDS OUT THE COST.

He Pays a Visit to Several Eastern Cities and Returns Loaded With Facts—Public Meeting to be Held.

Alderman D. W. Selye has been devoting his time entirely for the past few days to the investigation of matters relating to the *somewhat worn* but still interesting—to taxpayers at least—question of an additional water supply in this city, and has gained a considerable amount of practical information on the subject.

On Monday night the alderman returned from a five days' trip in the east, having spent his time in inspecting the water services in Providence, Rhode Island, Worcester, Massachusetts, Pawtucket, Rhode Island, Syracuse and Utica. The common council committee of which Alderman Selye was chairman was desirous of finding out definitely what would be cost of water meters, the cost of setting up and maintaining them and the cost of reading them and keeping the accounts and too this end sent circular letters to the water works officials in various cities making inquiries on the subject. Alderman Selye followed up these queries by personal visits to the different cities.

Worcester, Massachusetts, the first city visited, has a population of 82,000 and uses 65 gallons of water per capita daily. The place is given up entirely to manufacturing purposes and the consumption of water is necessarily great. George E. Batchelder, registor of the water department of the city, in replying to the queries of Alderman Selye's letter, stated that the average cost per meter in that city was $13.50. The average yearly cost of maintenance per meter seventy-five cents and the average yearly cost per meter, for reading and recording, thirty cents. All the meters for domestic purposes are owned by the proprietors of the houses, but the big meters in the manufactories are owned by the department. Had it not been for the adoption of the metering system, Mr. Batchelder stated, the city would have been compelled to build another reservoir next year.

Clinton D. Sellew, secretary of the water commissioner of Providence, which has a population of 127,000, gave the cost per meter, in place, for the five-eighth size, crown, at $20.75. He explained that the meters used in that city were all composition and therefore the most expensive. In most cities iron-topped meters are used and these, while equally serviceable, are one-third cheaper in cost. The average yearly cost of maintaining each meter was not over fifty-five cents and the average yearly cost of reading and recording each meter not over sixty cents.

In Pawtucket, with a population of 45,000, Edward Darling, the superintendent of the water works, said, the average cost per meter in place was $14.25. The domestic meters are furnished to consumers free by the city, but the meters in the manufactories are owned by the firms. The cost of maintenance per meter is thirty cents and the average yearly cost of reading and recording, per meter, is thirty cents more. Pawtucket supplies several suburban villages, the water being metered off to them. One village of 900 inhabitants uses only nine and a fraction gallons per capita daily.

Syracuse does not meter its water and uses 6,000,000 gallons daily. In that city the Central railroad declined to pay six cents per 1,000 gallons for water and draws its supply from the Erie canal. Alderman Selye says that the road can do the same here and thus 300,000 gallons a day can be saved. In Utica, which has more services than Syracuse, meters are used, and as a result the daily consumption is only 2,000,000 gallons, or one third that of Syracuse with its fewer services.

To a HERALD reporter Alderman Selye said last night: "In every city I visited I was treated most kindly and everything was done to aid me in my search. It was the unanimous opinion that Rochester's water supply was more than adequate to the demands of a population of 135,000, provided that the economy which always results from the use of meters was observed. The city already has 2,060 meters. Ours are two-inch, four-inch and six-inch services, and as we have all the big meters already that we need we can purchase all the necessary additional meters for $14.25 each. The cost of maintaining the meters and reading and recording them would not exceed $1 per meter per year."

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

An invitation has been extended to Edward Darling, the superintendent of the Pawtucket water works, to visit this city and read a paper on the water supply subject before a public meeting to be held some evening next week. Mr. Darling says that he will be prepared to answer all questions relative to the matter that may suggest themselves. He has been superintendent of the Pawtucket water works for 17 years.

CITY LEGISLATORS.

The Eastman Matter Referred to the Board of Health.

Every alderman was in his place at the brief meeting of the common council held last evening. Clerk Sheridan has the grip, and he was devoutly thankful that the meeting was a short one and that he was excused from reading the one long document that came before the city fathers.

After the usual amount of opening routine business Alderman Williams, from the law committee, presented a report. In relation to the alleged nuisance caused by the Eastman company's factory at the corner of Stone and Court streets the committee says:

Your committee made a careful investigation concerning the grievances against the Eastman dry plate manufactory at the corner of Stone and Court streets complained of by residents of the Fourth ward in a petition presented to your board at its last meeting. Many of those petitioners appeared before your committe, as did also representatives of said factory. It appears that the Eastman dry plate company have already taken steps to abate the nuisance caused by the noise of machinery and the burning of soft coal. And we have been assured that when contemplated improvements have been completed, no cause for complaint will longer exist, except the odors arising from the gases generated from the materials used in the manufacturing of the products of said company will still permeate the atmosphere in the vicinity of said factory. Inasmuch as these odors are claimed to be deleterious to the public health, your committee recommend that the matter be referred to the board of health as the proper tribunal to order the abatement of the nuisance or to suggest to the company the employment of measures that will afford to the people the desired relief.

The following important resolution was offered by Supervisor Frost:

Whereas, The chamber of commerce of the city of Rochester have in prospect the erection of an elegant building for commercial purposes and have appointed a committee to examine the different locations that may be suitable for the purpose intended; therefore,

Resolved, That a committee of three be appointed consisting of Supervisors Stern, Hughson and Burritt, to receive propositions, for the purchase of the court house site, from the chamber of commerce, if they have any to make and report to this board at some future time.

Objection having been made, the resolution was tabled for the day. After considerable discussion, a resolution was adopted that Supervisors Frost, Stern and the chairman of the board be constituted a committee to take charge of the suits now pending against the county for alleged damages from sewerage at the county buildings and others that may be brought. The board then adjourned.

ENGLISH MONEY.

Rumors That More of It is to be Put Into Rochester.

The New York Sun on Saturday printed an item about the contemplated purchase of the leading cigarette factories of the country, including that of W. S. Kimball & Co., by an English syndicate. Mr. Kimball yesterday declined to give any information regarding the matter.

The rumor that the large dry goods business of Sibley, Lindsay & Curr, had been sold to an English syndicate was revived last evening and a HERALD reporter called on Rufus A. Sibley at his residence to make inquiries concerning the matter. Mr. Sibley said that the business had not been sold and that he was not aware that any negotiations were in progress looking to that end. The store of Sibley, Lindsay & Curr is joined with seven or eight other establishments in different American cities, forming an American syndicate. In case English capitalists should desire to invest in dry goods enterprises they would very probably seek to buy out all the syndicate stores. Mr. Sibley has heard of no such intention on their part, however. The monthly meeting of the representatives of the syndicate is to be held in New York to-day, but Mr. Sibley says there is no probability of any such business coming before them.

ANOTHER RAILWAY DEAL.

Some Rumors and Denials Concerning the Electric Road.

For some time past there have been rumors in circulation that the street car company was desirous of securing control of the electric railway to Charlotte. The street car company already owns $54,000 worth of stock, this having been transferred to it when the old company transferred its property to it. The total capital stock of the electric railway is $200,000. Of this amount Asa T. Soule owns $83,000 worth. By buying out Mr. Soule the street car company would secure control of the electric road. It is this stock that is said to have been transferred to the street car company.

A HERALD reporter called at Mr. Soule's home yesterday but he is still too ill to receive callers. His son, William Soule, said: "So far as I know my father's stock has not been transferred. He has been ill for two weeks and unable to do business."

John N. Beckley is out of town, but his partner, Marsenus H. Briggs, stated that he knew that no transfer had been made. He was not aware that any negotiations were going on. J. Breck Perkins of the electric company said he knew nothing of any such transaction. It is said that Mr. Beckley made offers to Mr. Soule for the latter's stock some time ago.

COURT HOUSE SITE.

WILL THE CHAMBER OF COMMERCE BUY IT?

Interesting Interview with T. B. Griffith—He Says the Site Would be a Good One—Project Involving $500,000.

The project for the erection of a chamber of commerce building has taken a new turn and one which is likely to attract much attention among business men. For some days past there have been rumors afloat that many prominent members of the chamber of commerce were desirous of securing the court house lot as a site for the new building. Not until yesterday, however, did the project assume definite shape. In the board of supervisors yesterday afternoon, as will be seen in another column, Supervisor Edward A. Frost of the Third ward offered a resolution providing for the appointment of a special committee of three to receive any offer for the property which the chamber of commerce may desire to make. Objection being made, the resolution was laid on the table. It will probably be called up for consideration in a day or two.

At the December meeting of the chamber a special committee was appointed to examine sites, secure options and estimates and determine whether the necessary funds can be raised for the proposed building. This committee consists of T. B. Griffith, William S. Kimball, Rufus A. Sibley, George C. Buell and John Fahy. Two meetings have been held, but owing to the holiday season less work has been accomplished than would otherwise have been the case. Much information about buildings in other cities has been secured, however, and a dozen sites have been offered to the committee.

T. B. Griffith, the chairman of the committee, was seen by a HERALD reporter in regard to the court house site last evening. Mr. Griffith said: "The court house lot would be one of the most advantageous sites for a chamber of commerce building in the city. It is 150 feet square and its frontage on three streets gives it a peculiar desirability. The open park between it and the city hall also adds to its value for commercial purposes. Perfect light would thus be secured. There is no question but what the court house forms a break in the business section of the town, and this would be done away with by the erection of a new commercial building. I think more money could be raised for a block on this site than on any other. The success of the investment would be apparent. If the supervisors will sell this property I believe the transaction would prove very advantageous to the county. With the proceeds of the sale of this lot the county could buy a good site and build a modern iron court house. Such a site as that on the corner of Fitzhugh and Church streets, opposite the government building, could be bought."

When asked if he did not think there would be a feeling that the court house belongs in its present location and that it would be unwise to place it on a side street, Mr. Griffith replied that he was confident that no such sentiment would deter the project in view of the financial benefit to the county. He continued: "Within five years Monroe county will have to face the question of building a new court house. It cannot be put off longer. Why not put the court house by the government building and thus have these two important public buildings together. If the board of supervisors is willing to confer with the chamber of commerce about the matter, I think the proper way to do would be to obtain estimates of the value of the lot from various large property owners. Then if the chamber of commerce should decide that it wished to spend as much money as would be required the supervisors might set a figure on the property. The project is not far enough advanced to warrant us in making an offer."

It is understood that a number of large real estate owners whose views have been ascertained think that $300,000 would be a fair price for the court house lot. The chamber of commerce committee has already announced its intention of erecting a structure to cost $200,000. It can thus be seen that the chamber has a building scheme on its hands of no mean proportions. The building will probably be a fire-proof structure, seven stories in height, constructed according to the most approved pattern for commercial buildings. The architecture will be of an ornamental character, and plenty of plate glass will add to the beauty of the front. It is suggested that the first two floors would make a capital location for a great retail dry goods store. A fine public hall could easily be arranged on the third floor and the chamber itself will doubtless have handsome quarters in one of the upper stories.

A BIG HOTEL.

WHITCOMB HOUSE TO BE EXTENDED.

Valuable Corner Property Purchased for $66,000—Building to Cost $75,000 to be Erected This Spring.

An important real estate transaction was closed yesterday which will result in the immediate extension of one of Rochester's best known hotels. For many years the owners of the Whitcomb house have desired to get possession of the property on the corner of East Main and South Clinton streets, but it was not until yesterday that the negotiations were finished.

A contract has been executed for the transfer of this property from its present owners, Stephen Seaman and wife, to Whitcomb & Downs. The price paid is $66,000. The corner is now occupied by a brick block three stories in height on the corner and four stories high next the hotel. It has two ground floor stores at present rented by W. P. Colvin, the druggist, and Peter Sheldon. Their leases expire April 1st and possession will probably be given at that time. The property has a frontage of 33 feet on East Main street and 90 feet on South Clinton street. This gives Whitcomb & Downs a total frontage of 187 feet on Main street and 125 feet on Clinton.

Plans for an extension of the hotel have already been drawn by Warner & Brockett. It will be five stories in height and will run back on Clinton street to the Miles block, which forms a notch in the Whitcomb house lot, the owners of the latter having a frontage on Clinton street of 35 feet south of that block. There will be two stores on the ground floor of the extension, fronting on East Main street. The upper stories will be given over to hotel rooms, which will be furnished with steam heating apparatus, electric lights and all modern improvements. The material and style of architecture of the extension will be about the same as that of the present building. Work will probably commence about April 1st. The new building will cost over $75,000.

Three sides of the lot will have been built upon after the extension is completed. There will be a court-yard in the center. The south part or back of the lot will remain unoccupied for the present. The stables will be done away with and in time a boiler house and laundry will probably be erected on the alley.

The Whitcomb house has had a remarkably prosperous career. It was built originally in 1872, but the demand for additional room became so pressing that ten years ago a portion of this same Seaman block was bought and an extension built. Thirty-three feet of ground was purchased at that time and now a like addition has been found necessary. The Whitcomb house block will be a credit to the city.

To Leave Syracuse.

DOVER, N. H., Jan. 7.—Judson L. Tomson and Jacob J. Unbeherd, respectively president and general superintendent of the J. L. Tomson manufactory company of Syracuse, which makes hardware specialties, were here yesterday negotiating for the Somersworth machine company's works, and will probably move their works here. The concern employs 180 men.

The Post-Express.

ROCHESTER, WEDNESDAY, JAN. 8.

The Water Meter.

Alderman Selye has just returned from a visit to Worcester, Mass., and Providence and Pawtucket, R. I., where he has been gathering statistics regarding the cost and maintenance of water meters, in connection with the benefits derived from their use. In Worcester the cost of domestic meters in position is $13.50 each; cost to maintain in repair per year, 75 cents; cost for reading and recording per year, 30 cents. Factory meters, ½ inch, cost $17, setting $3.75; ¾ inch, cost $27, setting $3.75; 1 inch, cost $37.50, setting $4.25; repairs per year, 55 cents; reading and clerical work, 60 cents. The city's population is 80,000. It has 7,000 meters in use. Pawtucket with 45,000 inhabitants has gotten rid of its old water board and at present has a single commissioner who has entire charge of all public works at a salary of $5,000. There the cost of domestic meters is $14.25 in position; repairs, 30 cents; reading 30 cents. Alderman Selye said that he had made arrangements to have Edwin Darling, superintendent of the Pawtucket water works, come to Rochester next week and read a paper on the water meter question in the City hall.

Report of the [illegible] Committee—Eastman Matter Referred to Board of Health.

Alderman McMillen was the only member absent from the meeting of the common council last evening. The report of the law committee recommended that the case of the Eastman dry plate company be referred to the board of health; that the proposition of A. C. Hobbie to accept $300 for present and $350 for future damages resulting in the pollution of Hobbie creek by city sewage be rejected and that the judgment obtained by Frank J. Zorsch be paid. Further time was asked in the Hooker estate case. The report was adopted.

A communication from the executive board called attention to a part of the Jay street sewer which is partially filled with mud and is practically useless. A resolution providing for the cleaning of the sewer for a distance of 500 feet east of Saxton street was adopted.

A resolution providing for the extension of water mains in a number of streets in the Fifteenth and Sixteenth wards was adopted.

The request of the board of education that an appropriation of $200,000 for new school buildings be made this year, was referred to the finance committee with instructions to confer with the members of the board of education and report back to the council.

The total cost of the extension of Braery place was reported to be $1,164.50.

First ordinances were adopted as follows: Widening east end of Chestnut park; Cleveland street macadam improvement, $5,240; Haag's alley sewer and improvement, $2,517; Seward street grading and walk, $875; Gates avenue pipe sewer, $2,200.

The Oxford street asphalt improvement ordinance was reconsidered and amended so that the estimated expense should be $9,100. There were no final ordinances.

Upon motion of Alderman Schroth the treasurer was authorized to make the city's note for $24,787.26 to furnish funds for opening a new street from North St. Paul street to Brown's race.

An invitation from Colonel Smiley to attend the exercises in the City hall this evening was accepted.

Alderman Swikehard moved that the case of the Russian influenza be referred to the board of health, but his voice was drowned in the confusion which followed the announcement that the meeting was adjourned.

ROCHESTER MORNING HERALD

JANUARY 9, 1890.

MR. BOWER'S LETTER ABOUT METERS.

In other columns this morning is printed a communication from John Bower, reviewing a portion of Alderman Selye's committee report favoring the immediate introduction of 8,000 more water meters. Mr. Bower's well known caution in verifying all figures which he uses gives his argument an importance that we feel sure will not be underestimated by any person, either in his individual capacity or as a member of any committee having any branch of the subject in charge, and the new light from his facts may cause some modification of conclusions that were arrived at from the Selye committee report. Not only does Mr. Bower show that the cost of the additional meters has been underestimated by that committee, but, capitalizing the cost of their maintenance and depreciation, there is given a sum which will meet two-thirds and more of the estimated expense of a new conduit furnishing 15,000,000 gallons of water daily.

There is one other feature that crops out here, although not used by Mr. Bower, and that is the number of persons likely to find employment as meter readers and distributors of bills. If it cost $7,448 to read the meters and distribute the bills for four years, during which the number of meters grew from 807 to 1,623—an average of 1,215—what will be the cost of reading 9,623 meters and distributing the bills? And why should the city pay an extravagant price, or anything, for distributing bills when the law provides a ready way of collecting water rents when the debtor does not choose to visit the water office and pay his bills when they are due? One of the objections that has been made to Mr. Tubbs' pumping plan is the additional employes it will require and the political pull that will come with their appointment, but it begins to look as if this criticism is equally applicable to the metering system.

We believe that the facts which Mr. Bower presents will be found particularly useful by the compound committee which now has the Seyle report under consideration.

German Insurance Company.

At the annual meeting of the board of directors of the Rochester German Insurance company held yesterday, the following officers were unanimously elected for the ensuing year: President, Hon. Frederick Cook; vice-president, Louis Ernst; secretary, H. F. Atwood; assistant secretary, J. F. Camp. A semi-annual divident of 5 per cent. was declared, payable January 25th.

Annual Statement.

The annual statement of the Rochester machine tool works, limited, filed in the county clerk's office yesterday, shows the authorized capital to be $24,000 of which $9,600 is actually paid in. The total indebtedness of the company is $9,130.72, of which amount $6,630.72 is owing to stockholders.

Another New Steamer.

Mr. Gildersleeve of Kingston, Ontario, the owner of the steamer Norseman, will place a new steamer on lake Ontario next season. It will take the place of the Norseman, plying between Charlotte, Port Hope and Cobourg. The Norseman will be used for coasting purposes.

Furnace Company's Report.

The Clark patent coking and smokeless furnace company reports a capital stock of $123,737 that has been issued for cash, patents and in payment for property necessary for the company's business. The debts of the company do not exceed $5,000.

WATER QUESTION.

JOHN BOWER CRITICISES SELYE'S REPORT.

Material Errors of Statement Pointed Out—Meters Will Not Do What Is Claimed for Them—More Water Necessary.

To the Editor of the Morning Herald:

For some days now Alderman Selye's majority committee's report on the water metering question has been before the public, and, presumably, it has been read or scanned with more or less care by many interested taxpayers. At first sight, or perusal perhaps, it seems like a formidable paper from its elaborateness of detail, argumentation and deductions assumed from the premises presented. A very little study, however, of its contents will disclose the fact that it is often puerile in its logic, and not at all reliable in its statements of so called facts. A few of these as illustrative examples will now be referred to.

The committee, after reciting the purposes of its appointment, says:

Your committee, before taking up the foregoing propositions seriatum, beg leave to premise as follows:

The funded debt of the city of Rochester is $5,399,000, to which must be added $100,000 in bonds still in the possession of the park commission, and $300,000 in bridge bonds about to be issued, and which will raise the city debt to $5,799,000; also, to which must be added, in the near future, $1,500,000 for which the city, as endorser, must issue as against the east side trunk sewer assessment, and an additional $1,000,000 as against a reversal of sewers that will be tributary to the east side trunk sewer, and for making the necessary connections thereto, which bring the city debt up to the sum of $8,299,000, and to which, if we add $1,500,000 for an additional conduit, the pleasing contemplation confronts us that we will shortly have an interest bearing debt of $9,799,000. As the valuation of the city of Rochester for 1889 was $88,197,200, the debt which will soon burden Rochester is in excess of the constitutional limit of 10 per cent. of the valuation. The question considered by your committee was, is the bonding of the city, for a new conduit, for $1,500,000 necessary? Can it be avoided? and if so, how?

To all of which jumble of assumptions and misstatements it may be observed that a 'premise' should at least contain nothing that is not obviously true, or reasonably certain, or probable. But what are the facts in this case? The east side trunk sewer bonds to be issued "in the near future" are placed at $500,000 more than the engineer's estimate; and why? seeing that the estimate was made by Emil Keuchling, an authority approvingly quoted by the committee on several occasions, in this same report. Again, we are told "the city as indorser" must issue "an additional million as against a reversal of services," etc. "Must" is a pretty strong word to use; but even if the averment were qualifiedly stated, it has no foundation in any facts, or intimations even, that have come to the knowledge of the general public.

But, by such figuring it will be seen that the city's bonded debt would, in the near future be $8,299,000; to which "if we add," as the report says, "$1,500,000 for an additional conduit" we will shortly have an interest bearing debt of $9,799,000. The report continues: "as the valuation of the city of Rochester for 1889 is $88,197,200, the debt which will soon burden Rochester is in excess of the constitutional limit of 10 per cent. of the valuation."

Such statement as the above in reference to the "constitutional limit," and the basis of it, is $5,397,150 more than it should be, as the limit is based on real estate valuation only. Then again, the fact is overlooked that there is no constitutional limit to bonding for water works, except the proviso that "the term of the bonds issued to provide for the supply of water shall not exceed 20 years, and a sinking fund shall be created on the issuing of the said bonds for their redemption by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity."

So, unfortunately perhaps, the fact is that the city could to-day issue all the bonds the committee has, by fact and [illegible] in its schedule of debt "which will soon burden Rochester," and yet be within the constitutional limit.

And, whilst on the subject of the committee's blundering attempts at enlightenment, the question may be asked—What can the committee mean by the following? found later on in their report: "Your committee, therefore, recommend that the bonds of the city, under section of the charter, be issued, to run from five to ten years, at the pleasure of the city, for the amount of $152,000 to pay for the meters recommended to be at once put in use."

What section of the city charter confers any such power on the common council? If the committee refers to section 110, it has strikingly misapprehended its plain meaning and purpose. The common council may reissue bonds under the section referred to; but the charter amendment committee, so fertile in resources to amend everything in the charter that is amendable or changeable, has not yet assayed to ask the legislature for autocratic or totally irresponsible powers.

Again, to close this branch of the subject, the committee should have known that in its appendix, giving a series of tabulated statements of cost, etc., of water works, in this and other cities, that the $100,000 of bonds, quoted in the Rochester list as paying 7 per cent. interest, *do not belong there* at all. The city never issued such water works bonds. But, then, $100,000, more or less, *is of little consequence* to careless or hap-hazard statisticians.

However, the questions above discussed aside, it may be freely admitted that the committee's report contains many valuable suggestions in relation to waste of water, etc., which, if not new, are, nevertheless, worthy of consideration, and, some of *them at least*, of adoption—of which is *the one* recommending the adoption by the executive board of a rule to compel licensed plumbers to guarantee all water fixtures from any leaks whatever, through ordinary wear and tear, for, at least, the period of one year, and to absolutely protect all water fixtures from freezing.

Of course, the prevention of waste in the use of water, has been a leading question with all managers of water works for a very long period, *in all the leading cities of the world*. *Chief Engineer Tubbs has time and again in his* reports, used substantially all the arguments against waste of water and the prevention of it that have been collected and presented by the committee in their report.

The issue, however, as the question now confronts the public, is not as to whether a moderate introduction of meters to prevent waste is desirable, but whether by their rapid, immediate introduction, the building of a new conduit, at an expense of say $1,500,000, cannot be postponed for several years. Mr. Tubbs contends that it is now entirely too late to adopt any metering scheme, with the view of securing such economy in the use of water as to render any additional supply, at present unnecessary—that when such suggestion is made as a remedy for imminent present peril, it would seem like "locking the door after the horse is stolen."

The committee, with more force than elegance, reply that they "beg leave to say that in this case the horse *is not* stolen but unwarrantably thrown away;" and with much quotation and elaboration they attempt to show how the "horse" was "thrown away." In this attempt, nothing in the whole report is so transparently weak and sophistical as the following quotation displays, which shows how hard pressed for argument the committee must have been to introduce such *testimony for* such purpose as the committee had in mind.

Here is the excerpt:

That Mr. Tubbs was rather liberal in his figures of 6,343,292 gallons for the year ending May 1, 1887, is shown by Thomas J. Neville, clerk of the executive board, who, over his own sign manual, published in the Rochester Union and Advertiser of March 23, 1888, says that the average daily consumption at that time was 4,500,000 gallons.

That the gentlemanly and astute clerk of the executive board is perfectly familiar with all the facts and history pertaining to the executive board, none will deny, and it will go far towards substantiating a statement made by a commissioner of a morning newspaper, who declared, as the result of his investigations in 1888 for said paper, that it was told all along the line, by the employes on the present conduit, that 5,000,000 was the amount daily passed, or supposed to be passed through the conduit, by said employes.

Of course, Mr. Neville's testimony, being "clerk of the executive board," is far superior to that of the chief engineer of water works. In May, 1886, Mr. Tubbs reports 6,343,292 gallons as the average daily consumption of water for the previous year; 10 months thereafter, or more, Mr. Thomas J. Neville, "over his own sign manual," reports the daily consumption at only *4,500,000 gallons*; and we are gravely *told that this account* of the "astute clerk of the executive board" goes far, also, "towards substantiating a statement made by a commissioner," etc.

Now no one will deny that Mr. Neville is perfectly familiar "with all the facts and history pertaining to the executive board," and that his testimony as to any facts that came within the range of his special duties, would be entirely trustworthy; but, notoriously, the guaging of water at Bush or Mt. Hope reservoirs, or elsewhere, is entirely outside of his special duties, and if asked the question about the daily consumption of water he would frankly say that he knows no more about it than ten thousand others might know if they would only do as he does when he wants information on that subject—he asks a question of some one that he sup[illegible]

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Historic Scrapbooks Collection

poses does know.

In the case referred to, either by a typographical error, misinformation or misunderstanding, he is made responsible for a palpable error; and the committee should have had sufficient knowledge of the general subject to know, or strongly suspect at least, that it was an error, and not have tried to palm it off on the public as a matter of fact to sustain a flimsy argument.

As to the rest of the excerpt about what "was told all along the line," etc., it is needless to say a word, as that kind of gossip was thoroughly exploded by the investigations of a common council committee.

To come now more distinctly to the main question at issue, it may be affirmed, I think, that, say what any one may to the contrary, the conduit has a capacity of flow of about 9,000,000 of gallons daily; that we are receiving this amount, and that there have been days during the past summer when the distribution through the pipes of the city has exceeded the capacity of the conduit supply; and that any attempt to make it appear otherwise is disingenuous and futile; and, further, that no stoppage of waste by any metering scheme or other picayune devises to substitute Holly water for Hemlock, etc., as advocated by the committee, will be at all adequate to supply the necessary requirements of the city. An additional water supply, as speedily as may be, is an absolute necessity.

That we have for years been using more water than reported is now very evident, and the error in determining quantity was due, as now appears, by adopting a "formula from which was calculated the table of flow into Mount Hope reservoir" through a conduit of 7,000,000 capacity in place of 9,000,000. Mr. Tubbs has, in the Union and Advertiser of Friday last, given, by request, a corrected table of the daily consumption of water in Rochester, from 1880 to July, 1889, and has also presented reasons why the change of the formula for determining the amount of flow of water through pipes of large diameter, has become an acknowledged necessity by hydraulicians.

The article referred to can be easily obtained or consulted, and therefore need not be further considered here.

To return to the metering question, there is one phase of it which has not been adequately or properly presented, viz: the question of cost; and this is a question, after all, of paramount importance. The advocates of the extensive and immediate application of water meters have not taken this matter fully into account.

For the purpose of reporting facts on this matter, I have taken pains to examine and collate all the published reports of the executive board, and have supplemented such published information from unpublished authentic sources, the result of which I herewith present. Up to March 31, 1889, 1,623 meters were in use; since that date I have added to the list 272 more, making a total of 1,895. The total first cost of these was $39,669, which shows an average cost for each meter of $20.93. Then by other data, carefully gathered of expenditures for setting meters, repairs and other expenses, I am satisfied that $3 for each meter per annum is a minimum sum.

By these figures it will be seen that when Mr. Tubbs in his report of September 1888, estimated the cost of the procuring and setting of meters at "$19, say," and the yearly depreciation as "at least $2," he was using proper caution not to overstate the case, for the sake of an argument.

Making full allowance, then, for the probability, or possibility, that hereafter the meters required will average of smaller size than those already in use, it will scarcely be safe to use a less figure than $20, in place of Mr. Tubbs' $19, for it will be remembered, as above shown, that the first cost of 1,895 meters averaged $20.93 each, without any setting added.

Again, the extreme advocates of the metering plan, recommend the metering of hose attachments in lawns and yards, but this is a recommendation which will be a very costly one, if it should be carried out. On consultation with those having considerable knowledge on the subject, the estimates of eight thousand such services is considered a low one, and the cost of $8 each for extra work and fittings required, is deemed very moderate.

Plainly then, if only 8,000 additional meters are deemed sufficient, we cannot meter all the lawn services; but for present purposes we will confine the estimate to half that number, and the case may be epitomized as follows:

The procuring and setting of 8,000 meters at $20	$ 160,000
Additional expense for lawn and yard services, say $8 on 4,000	32,000
The yearly repairs, depreciation and other expense on each of the 8,000 meters, $3.00	24,000
Which latter sum capitalized at 3 per cent. is equal to	800,000
	$1,016,000

Here is a sum equal to an investment of over a million dollars—two thirds the cost of a new conduit from the lake, furnishing 15,000,000 gallons additional daily supply of pure water.

Some may cavil at the above figures, but if the matter is put to the test of experience, I feel confident that the estimate will be shown to be a low one, for great care has been given to this question of cost, or probable cost, based as it is, almost wholly on actual facts and deductions carefully and correctly arrived at from the facts.

By way of illustrating the expenses connected with the metering business, it will be found that by examining the executive board reports for the past four years the following facts will appear:

Pay of men setting and repairing meters	$ 9,678.98
Pay of men reading meters and distributing bills	7,448.06
Miscellaneous expenses	1,446.88
Total	$18,573.92

It is only fair to add that there should properly be [illegible] the sum [illegible] for repair of meters sold, which is entered in the reports in such way as not to be got at without reference to office books.

Another fact must be borne in mind in connection with the above expenditure [illegible] four years commencing April, 1885, when 807 meters were in use, and terminated April 1, 1889, when 1,623 services were metered.

Taking the above facts and statements into consideration, I think the closing rhetorical climax of the majority committee's report was, to say the least, somewhat incongruous: "Gentlemen of the common council, how long would our gas companies last if they did not use the metering system? Would not they, too, be compelled to double their delivering capacity?"

A very good example this of the fallacy of analogical reasoning when the supposed analogy has very little in common.

When we can use water, for example, for light and fuel, then possibly the analogy might have some pertinency. At present, it has none whatever.

JOHN BOWER.

A peculiarity of Hood's Sarsaparilla ...

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 9, 1890.

Water Committee Meeting.

There will be a meeting of the new aldermanic committee on additional water supply in the Chamber of Commerce rooms at 3 o'clock to-morrow afternoon in accordance with a call issued by the chairman, Ald. Kohlmetz. The committee includes eleven aldermen and this will be its first session.

Shoe Questions Settled.

The questions at issue between the shoe manufacturers and their employees have been practically settled. Amicable arrangements have been made in the case of most of the shops and the men are again at work in these factories. It is a matter of congratulation to those directly interested and to citizens generally, who feared an injury to the business interests of the city from a strike, that the difficulty has been satisfactorily adjusted without resort to a strike or lock-out.

Democrat and Chronicle
JANUARY 10, 1890.

MONROE.

Organization of the Honeoye Falls Board of Trade.

The organization of the Honeoye Falls Board of Trade was completed Tuesday evening by the enrolment of twenty-nine members from the business men of the town, and the election of the following officers: President, Valance Hamilton; vice-president, H. E. Boardman; secretary, Clarence A. Shuart; assistant secretary, W. W. O'Brien; treasurer, E. F. Park. Seven standing committees, constituting together the executive committee of the board, were appointed. The board will, for the present, meet on the second and fourth Friday evenings of each month.

—Rev. Mr. Ruf, of Pittsford, has received a present from a number of his congregation of a study chair.

—J. M. Van Hooser, of Scottsville who has been very ill with the influenza is again able to attend to business.

—The W. C. T. U., of Scottsville, will hold the next meeting at the residence of Mrs. T. E. Sanders this afternoon.

—"La Grippe" is getting in its best work in Fairport. Fully half the people are either down with it, or convalescent.

—Charles Sheffer, of Scottsville, who had the "La Grippe" but recovered so as to be out, has had a relapse and fears are entertained of pneumonia.

—The funeral of Alfred Brown, aged 77, a life-long resident of Honeoye Falls and vicinity, took place in that village Tuesday afternoon, Rev. L. C. Brown officiating. There survive him one son, Frederick Brown, of Honeoye Falls.

—Those who have not yet paid their taxes in Wheatland are notified that Thursday, January 16th, is the last day at 1 per cent. After that 5 per cent, will be charged.

—Messrs. Lapp, Johnson and Topping, the Telugu Mission Band of the Rochester Theological Seminary, are to speak upon mission work among the Telugus of Southern India, at the union service in the Presbyterian Church at Honeoye Falls this evening.

—The following officers were elected for the Congregational Sunday-school at Churchville: Superintendent, Lyman Carver; assistant superintendent, George Savage; secretary, Emily Snyder; assistant secretary, Clarence Bristol; librarian, Henry Dusenbury; assistant librarian, Ella Rowe.

—Miss Mary J. Henry, daughter of William Henry, of Fairport, died at her father's home in that place yesterday of consumption, aged about 20 years. Funeral from the family residence to-morrow at 11 o'clock. A grown sister of the deceased died of the same disease only a short time since.

All Paid In.

[illegible] was filed in the county clerk's [illegible] that all of the capital stock [illegible] Manufacturing Company, [illegible] had all been paid in.

How It Stands.

The annual report of the Municipal Gas Light Company was filed in the county clerk's office yesterday. The capital stock is $50,000 [illegible] has been paid in, and the [illegible] bonded indebtedness [illegible] $[illegible],000.

The Post-Express.
ROCHESTER, FRIDAY, JANUARY 10.

SOUTH PARK.

What Should Be Done for Its Approaches—Streets and Railways.

TO THE EDITOR OF THE POST-EXPRESS.

The public must recognize the fact that Rochester is at last to have a public park; it is actually located and has come to stay. Many improvements have been made upon the upper Genesee, and work is being done toward beautifying the locality as rapidly as the weather will permit. The South park is destined to be a beautiful and popular resort. But in order to make it such the approaches that lead to the park must be made inviting and attractive. The feeder road, on the east side of the river, should be improved from Clarissa street to the new river bridge (the beginning of the South park on the east side of the river). Elmwood avenue, which is a town road and only three rods wide, should be widened to 100 feet so as to correspond with the road of the same width on the west side. Plymouth avenue which is now and will be the shortest and principal entrance or approach to the park on the west side, should be improved its entire length. The greatest objections that have been urged against the location of the South park, come from persons who are disgusted with the condition of the upper or southerly end of Plymouth avenue and the lack of interest and spirit of improvement in so many of the residents and property owners upon this street. The other principal entrance and approach to the South park on the west side, is Genesee street which ought to be one of the most beautiful streets in Rochester, but which is most of the time in a fearful condition. Several months of the year it is almost impassible and not inviting to travel upon. The residents and property owners along all these approaches and streets should take steps toward securing improvements and thereby increase the value of their property.

In addition to making the streets and approaches to the park more inviting and attractive, in order to cause the south park to become a popular resort, rapid transit is also necessary. The Erie railroad with its depot on Court street passes the entire length of the park on the east side, but there is no station at the park. The Western New York railroad with its depot on West Main street, passes the entire length of the park on the west side, and has no station there either. Many citizens are in hopes the new street car company will run cars through Pinnacle avenue, South avenue, Highland avenue, Mount Hope avenue and Elmwood avenue to the park, thence across the new river bridge to Genesee street and through Genesee street and other avenues to the center of the city. No doubt this route, with electric motor or some other rapid transit, would prove a most desirable, popular and profitable one, and the attractions at the park will be a great inducement. The property owners and residents along this route should endeavor to do something to make it an object for the street car company to extend its lines to the park. They should widen the avenues and streets and improve them sufficiently to make street car lines feasible and practical on all the approaches that lead to the south park.

We doubt even if the old street car company would have entertained for a moment the laying of tracks for street cars through Elmwood avenue from Mt. Hope avenue to the park, until it had been widened. The only inducement we have heard from any property owner on the South Park route is the offer to donate a lot of land suitable for the erection of a power house sufficient for a cable or electric motor.

Let the property owners on the several approaches to the park do something in front of their premises that will invite the attention of those interested in better facilities of reaching Rochester's prospective garden.

EXCHANGE.

ROCHESTER EVENING TIMES
JANUARY 10, 1890

AN exchange says that English syndicates may consider themselves in luck before they get through with the purchase of American industries if they do not discover that there is "patriotism in beer as well as in bunting." The remark was brought out by the fact that in St. Louis where the English syndicates have purchased breweries an American brewing company has been formed to combat the foreigners. The St. Louis people have taken one of the three ways to put a stop to the purchase of American industries. It is to be hoped that the example which they have set will be followed by the people of other cities. To enter into competition with the syndicates and persuade American citizens to patronize American industries is, if conscientiously and persistently followed out, a very good way to discourage further investment of English capital

[illegible] introduced in the board of supervisors providing for the appointment of a special committee to receive any offer from the chamber of commerce for the court house property did something which will please no inconsiderable number of our citizens. That the county needs a new court house and that it ought to have a new court house is, we believe, generally conceded. It is not, however, conceded that the court house site should be sold and a business block of any description erected there. Whether the selection for the site of the city hall was a stupid blunder or not the edifice is handsome, cost a large sum of money, cannot be placed on rollers and carted to a better location, and should not be utterly hid from view by the erection of any kind of building on court house square solely because it is an available site and "money in it." That the site of the court house ought to belong to the city no one with an eye for the beautiful can deny. With the court house removed, the plaza which would be naturally formed as an approach to the city hall would beautify the city and would tend to increase the value of property in that immediate vicinity. If the city government blundered in the selection of the site for the city hall let the blunder be made good by retaining the site of the court house for public use and as an improvement when the court building shall have been removed. When this subject is thoughtfully considered, and the mere money getting question on the part of the county made a secondary consideration, it is believed that our city taxpayers will not grumble at the cost of ownership, but will gladly co-operate in making court house square a beautiful approach to city hall and a valuable public improvement. It is to be hoped that our citizens will not consent to the sale of that site for building purposes without a vigorous protest.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 10, 1890.

BOTH KINDS OF WHEAT

A GLANCE AT WHAT THE ROCHESTER MILLERS ARE DOING.

Changes That Have Been Made in the Kind of Grain Used—The Increased Demand for Spring Wheat Flour—Outlook for the Winter Wheat Crop.

The milling industry of Rochester, once the Flour City, is still of no small interest to citizens and the outside world. It is a fact not generally known that nearly all the local millers have changed from grinding winter wheat to occupying their mills in producing spring wheat flour.

W. S. McMillan of the Cresent mills on Water street, was seen by a UNION reporter this morning in regard to the change of the trade, and makes the following statement: "Up to 1850 nothing but winter wheat was ground in the city. Genesee valley wheat, which had the reputation of being the best in the country, was used at that time and is also used some at the present time. About 1850 some of the mills began to grind western spring wheat, manufacturing what they called extra state flour, which was shipped to New York where it found a ready market. The idea prevalent at that time was to get as much flour as possible out of the grain without regard to quality. From '50 to '70 the largest mills in Rochester were occupied in grinding the spring wheat which came from Chicago and Milwaukee. In 1870 several of these large mills, which had been running on this particular kind of wheat, found it unprofitable and changed to grinding winter wheat, so from 1870 to 1880 the greater part of flour manufacturing in Rochester was from winter wheat, and only a comparatively small part of it was spring wheat. Since 1880 there has been another change and many of the old and several new mills have been put to work on spring wheat from the northwest, making a very high grade of flour. This movement appears to be gradually increasing and winter wheat grinding is decreasing as far as Rochester is concerned. At the present time the capacity of the mills of Rochester is about 20,000 barrels per week, of which 13,000 barrels are spring wheat from the northwest and about 7,000 barrels of winter wheat from the Genesee valley. The best spring wheat costs about $1 more per barrel. This variety will absorb moisture enough to make 300 pounds of bread while a barrel of winter wheat makes about 250 pounds, a difference you see, of fifty pounds per barrel. The spring wheat is actually cheaper to consumers than the winter wheat flour."

John Chase was also interviewed and said: "To show you how the trade has changed, one of a large number of my heavy customers living in Patterson, N. J., at one time used to purchase between 600 and 700 barrels of winter wheat flour per month, but now he only asks for [illegible] barrels. He [illegible] me 'Why don't you make spring wheat flour? If you did we could take from 700 to 800 barrels a month.' That is the way the trade changes about. Lots of mills have changed to grinding spring wheat saying they can make more money at it, and it is only a question of time when all the local millers will be manufacturing that variety of flour. During the year of '89, the rapid change of milling affairs was very perceptible, as the demand for high grade flour was exceptionally large and we necessarily changed to meet the demand. The spring wheat makes the new process flour, which is the choicest and most sought after. The winter wheat crop is larger this year in Western New York than in the preceding year and the quality is fair. Winter wheat is now bringing 80 to 83 cents per bushel, which is lower than the farmer can afford to raise it for. Anyway the farmer here cannot compete with those in the western states. The weather up to this time has been favorably for winter wheat and there is a good outlook for the crop. Mostly all of the winter wheat comes from Western New York because the demand is not so great as five years ago. Of course, when mills were using greater quantities they had to go to Ohio, Michigan and Indiana. Now there is no trouble to get the supply in Western New York because of the little they use. Spring wheat, No. 1, in this market brings 10 cents more than the winter wheat and most of our supply comes from Minnesota and Dakota. The former state had a large and fine yield last year, while Dakota's output was only fair. The wheat market has been very steady, and I look for better prices, because there is a good foreign demand. The prospects are that the foreigners will buy a good deal of our wheat and flour."

Upon investigation it was found that the following mills are manufacturing winter-wheat flour: Model, Empire, Union, Arcade, Excelsior, Moseley & Motley A Mill, Bennett, Henry Stone and J. Gorsline. Manufacturers of spring wheat flour are: Ely, Crescent, Granite, Washington, Mosely & Motley B Mill and Frankfort.

Rochester has the distinction of being in third place among the cities which furnish the greatest amount of flour. Minneapolis heads the list, followed by St. Louis and then Rochester. The mills of this city put out 4,000 barrels per day, of which 2,500 is spring wheat and 1,500 winter wheat. When the mills are running to their full capacity, 1,000,000 barrels are filled yearly. Back as far as 1850, milling was the leading industry of Rochester and the product was the best in the United States. Rochester is now making more flour each year and the quality is of the best.

THE COMMITTE MEETS.

Considering the Additional Water Supply Question This Afternoon.

Pursuant to the call of Chairman Kohlmetz, the Common Council additional water supply committee met in the Chamber of Commerce room this afternoon. Previous to the assembling of the committee Chief Engineer Tubbs had forwarded to the chairman the following communication:

ROCHESTER, January 10th, 1890.

To the Common Council Committee on an Additional Water Supply, Ald. Henry Kohlmetz, Chairman:

GENTLEMEN: I beg leave to acknowledge your courteous invitation to attend the meeting of your committee, to be held on the 10th instant.

In view of the fact that during the past fifteen months I have so frequently and fully stated my opinions on the whole subject included in your investigation, both in official reports, newspaper communications, public verbal statements before the Common Council and your committee, that it seems to me I can add nothing further of value. The opinions heretofore expressed by me have been met by a torrent of unmerited personal abuse by some citizens, and in the defense of my said opinions I have unfortunately been compelled to antagonize others, whose motives and opinions are entitled to respect. As it is important that your committee should judicially and calmly consider the questions submitted to you, I deem it best that my personality should be as far as possible eliminated from the discussion, so that the irritations which may have been produced by previous heated discussions shall not be intensified and thus become a source of embarrassment to you in your examination.

I therefore respectfully submit to you, that while I shall at all times hold myself in readiness to assist the committee to the extent of my ability, I deem it best to refrain from personal attendance at your meetings.

It is, however, due to you as well as to myself that I should here restate my positions in this whole matter, as follows:

First—That the city of Rochester is in imminent danger of a scarcity of water and should proceed vigorously and at the earliest moment to increase its supply of potable water.

Second—That it is my deliberate opinion that the modified combined pumping and gravity plan heretofore submitted and advocated by me is the safest, cheapest and best plan for obtaining an addition supply of 15,000,000 gallons of water per day from Hemlock and Canadice lakes, and that said supply may be obtained on said plan at a total cost, including riparian damages, not exceeding $1,500,000.

Third—That should the taxpayers of Rochester decide to construct an all-gravity conduit, then said conduit should be extended to and into Hemlock lake itself, in which case the cost including riparian damages will be little if any less than $2,000,000.

Should the taxpayers choose to put my prediction of an impending scarcity of water to the test of actual experience and take the chances of the dangers, vexations and discomforts which may accrue, I shall be content.

Should the taxpayers conclude to construct an all-gravity conduit to Hemlock lake, then, as they are to pay the increased cost, I shall also be content.

I am satisfied that time and experience will vindicate the wisdom of the suggestions and recommendations which I have made in this matter and this vindication I am willing to await.

Respectfully yours,
J. NELSON TUBBS.

Supervisor Frost's resolution, providing for the appointment of a committee to receive propositions from the Chamber of Commerce for the purchase of the Court House property, was amended by authorizing the committee to receive propositions from any responsible bidders. Supervisor Ketchum presented a resolution declaring it the sense of the board that any negotiations at present would be ill-timed and ill-advised. The whole matter was indefinitely postponed, on motion of Supervisor Carberry, by a vote of 13 to 11.

Chairman Good [illegible] the following [illegible] of repairs at Court House: [illegible], Lowden, Otis, [illegible]

ROCHESTER MORNING HERALD
JANUARY 11, 1890.

ALL ABOUT WATER.

THE COMMITTEE ON ADDITIONAL SUPPLY MEETS.

It Receives a Communication from Engineer Tubbs and Discusses the Various Reports, But Takes No Action.

For over two hours yesterday afternoon the member of the joint committee on additional water supply were closeted in secret session in the reading room of the chamber of commerce trying to figure out whether an additional supply by the gravity system, an additional supply by the pumping system or no additional supply at all but merely the introduction of meters was what the people of Rochester really needed. There was a free and general discussion of the subject, but no definite action toward formulating a report to be presented to the common council was taken, out of compliment to Alderman Kelly, who was compelled to be absent from the meeting because of death in his family.

Of the 16 members of the committee 12 were present. These were Aldermen Kohlmetz, Hall, McMillan, Schroth, Williams, Selye and Judson, and Messrs. Kimball, Cutler, Booth, Rogers, and Gorsline of the chamber of commerce. The absentees were Aldermen Kelly, Thayer, Sullivan and Tracy. Alderman Kohlmetz acted as chairman of the meeting and J. G. Cutler as secretary.

A brief report on the subject under the committee's consideration was sent in by Chief Engineer Tubbs and was ordered received, filed and published. *The communication is herewith given in full.*

ROCHESTER, Jan. 10, 1890.

To the common council committee on an additional water supply, Alderman Henry Kohlmetz, chairman:

GENTLEMEN—I beg leave to acknowledge your courteous invitation to attend the meeting of your committee to be held on the 10th inst.

In view of the fact that during the past fifteen months I have so frequently and fully stated my opinions on the whole subject included in your investigation, both in the official reports, newspaper communications, public verbal statements before the common council and your committee, it seems to me I can add nothing further of value. The opinions heretofore expressed by me have been met by a torrent of unmerited personal abuse by some citizens and in the defense of my said opinions I have unfortunately been compelled to antagonize others, whose motives and opinions are entitled to respect. As it is important that your committee should judicially and calmly consider the questions submitted to you, I deem it best that my personality should be as far as possible eliminated from the discussion, so that the irritations which may have been produced by previous heated discussion shall not be intensified and thus become a source of embarrassment to you in your examination. I therefore respectfully submit to you, that while I shall at all times hold myself in readiness to assist the committee to the extent of my ability, I deem it best to refrain from personal attendance at your meetings.

It is, however, due to you as well as to myself that I should here restate my position in this whole matter as follows:

First—That the city of Rochester is in imminent danger of a scarcity of water and should proceed vigorously and at the earliest moment to increase its supply of potable water.

Second—That it is my deliberate opinion that the modified combined pumping and gravity plan heretofore submitted and advocated by me, is the safest, cheapest and best plan for obtaining an additional supply of 15,000,000 gallons of water per day from Hemlock and Canadice lakes, and that said supply may be obtained on said plan at a total cost, including riparian damages, not exceeding $1,500,000.

Third—That should the taxpayers of Rochester decide to construct an all gravity conduit, then said conduit should be extended to and into Hemlock lake itself, in which case the cost, including riparian damages, will be little less than $[illegible],000,000.

Should the taxpayers choose to put my prediction of an impending scarcity of water to the test of actual experience and take the chances of the dangers, vexations and discomforts which may accrue, I shall be content.

Should the taxpayers conclude to construct an all gravity conduit to Hemlock lake, then, as they are to pay the increased cost, I shall also be content.

I am satisfied that time and experience will vindicate the wisdom of the suggestions and recommendations which I have made in this matter, and this vindication I am willing to await.

Respectfully yours,
J. NELSON TUBBS.

Alderman Selye's report was the next matter to come under consideration. The alderman from the Ninth also presented the communications on the water supply question which he had received from the authorities of Providence, Rhode Island, Worcester, Massachusetts and Pawtucket, Rhode Island, and a general discussion on these matters and the reports of the other committees followed.

Another meeting of the committee will be held as soon as possible after the public meeting to be addressed by Superintendent Darling of the Pawtucket water works, which is to be held some time next week.

In speaking of the work of the committee during the meeting one of the members said that it reminded him of the country school trustees who, with grave dignity, resolved that a new school house should be built, that the old school house should be used until the new one was finished, and that the new one should be built of the material taken from the old and should stand on the same site. Nothing, the committeeman said, leading to a settlement of the matter had been accomplished.

Another member of the committee stated that politics were interfering greatly with the progress of the committee's work.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Two Annual Reports.

The annual report of the I. H. Dewey furniture company was filed in the county clerk's office yesterday. The capital stock of the company is $60,000, $5,000 having been paid in in cash and the remainder in payment for property. The sum of $12,060.51 is owing the stockholders, and the other indebtedness amounts to $25,842.77. The report of the Egyptian embalmer company shows a capital of $10,000, all paid in, and an indebtedness of $3,609.20.

Democrat and Chronicle
JANUARY 11, 1890.

HELD WITH CLOSED DOORS

The Joint Water Supply Committee Holds its First Session.

MR. TUBBS'S COMMUNICATION

Why the Engineer Did Not Desire to Attend the Meeting—Much Discussion, but Final Action Postponed—Mr. Darling's Lecture.

The joint committee consisting of eleven members of the Common Council and five members of the Chamber of Commerce, in whose hands the various reports on the special features of the water supply now are, held its first meeting yesterday afternoon at the Chamber of Commerce, though, because of the necessary absence of Alderman Kelly, no important steps were taken toward the solution of the question, which promises to hang fire for some time to come.

There were present Aldermen Kohlmetz, McMillan, Williams, Hall, Selye, Schroth and Judson, and the five members of the Chamber of Commerce committee, W. S. Kimball, James E. Booth, J. G. Cutler, W. H. Gorsline and Clinton Rogers. Aldermen Kelly, Thayer, Tracy and Sullivan are the other gentlemen of the committee, but were absent.

Alderman Kohlmetz, the chairman, presided, and Mr. Cutler was chosen to perform the duties of secretary. They chose for some reason, to hold the meeting with closed doors, and informed the reporters that they could remain on the outside; that they would be invited in if their presence should be desired during the progress of the conference. The reporters waited in vain for the invitation, and at 6 o'clock, when adjournment was had, the information was furnished that, though a general discussion of Alderman Selye's report had been had, it had been decided for various reasons to defer action until a later day. One of these reasons was that a full attendance of the committee was desired; another was that it was desirable to postpone action, until after Engineer Darling of the Pawtucket Water-works comes here to give some light upon the meter question.

Engineer Tubbs had been invited to be present at the conference, but he declined the invitation in the following communication to the committee:

To the Common Council Committee on an Additional Water Supply, Alderman Henry Kohlmetz, Chairman:

GENTLEMEN: I beg leave to acknowledge your courteous invitation to attend the meeting of your committee to be held on the 10th instant.

In view of the fact that during the past fifteen months I have so frequently and fully stated my opinions on the whole subject included in your investigation, both in official reports, newspaper communications, public verbal statements before the Common Council and your committee, that it seems to me I can add nothing further of value. The opinions heretofore expressed by me have been met by a torrent of unmerited personal abuse by some citizens, and in the defense of my said opinions I have unfortunately been compelled to antagonize others, whose motives and opinions are entitled to respect. As it is important that your committee should judicially and calmly consider the questions submitted to you, I deem it best that my personality should be as far as possible eliminated from the discussion, so that the irritations which may have been produced by previous heated discussion shall not be intensified and thus become a source of embarrassment to you in your examination. I therefore respectfully submit to you, that while I shall at all times hold myself in readiness to assist the committee to the extent of my ability, I deem it best to refrain from personal attendance at your meetings.

It is, however, due to you as well as to myself that I should here restate my positions in this whole matter as follows:

First—That the city of Rochester is in imminent danger of a scarcity of water and should proceed vigorously and at the earliest moment to increase its supply of potable water.

Second, That it is my deliberate opinion that the modified combined pumping and gravity plan heretofore submitted and advocated by me, is the safest, cheapest and best plan for obtaining an additional supply of 15,000,000 gallons of water per day from Hemlock and Canadice lakes, and that said supply may be obtained on said plan at a total cost, including riparian damages, not exceeding $1,500,000.

Third. That should the tax-payers of Rochester decide to construct an all gravity conduit, then said conduit should be extended to and into Hemlock Lake itself, in which case the cost including riparian damages will be little, if any, less than $2,000,000.

Should tax-payers choose to put my prediction of an impending scarcity of water, [illegible] tent.

Should the tax-payers conclude to construct an all gravity conduit to Hemlock lake, then, as they are to pay the increased [illegible] and experience [illegible] the suggestions and recommendations which I have made in this matter and this vindication I am willing to await.

"Respectfully Yours,
"J. NELSON TUBBS."

The points in Mr. Tubbs's communication also received some attention from various members of the committee.

Alderman Selye also presented letters from the water boards of the cities of Worcester, Providence and Pawtucket, the substance of which has already been published in these columns. These letters, together with Mr. Tubbs's communication, were ordered received, filed and published.

Mr. Darling will lecture in the City Hall or Council Chambers on Wednesday or Thursday of next week on "Economy in the Use of Water Meters." The following have contributed toward defraying the expenses of the lecturer: Sidney B. Roby, A. G. Yates, Samuel Wilder, Burke, FitzSimons, Hone & Co., George E. Mumford, John Greenwood, D. Leary, A. S. Mann, B. H. Clark, D. W. Powers, C. B. Woodworth, J. Judson & Co., J. K. Hunt; cash $75.

Democrat and Chronicle
ANUARY 12, 1890.

LEHIGH VALLEY PROJECT

Overtures to Purchase Crouch's Island on the Feeder.

SEVERE RAILWAY ACCIDENTS

Project for an Electric Road to Run to Sea Breeze from Hudson Street—The Churchville Track Tank Completed — Gossip of Interest.

Ever since the Honeoye Falls Railway Company secured the right of way on the feeder, various rumors have been afloat regarding the railways that would come into the city. The facts of the case briefly stated are that for the past few years the Lehigh Valley company has desired an inlet into Rochester. The only available place for a railway to enter Rochester and get near the center of the city, from the south, was by way of the feeder. The Honeoye Falls company was organized and this route surveyed and secured, and any road wishing the use of the feeder must procure it from the Honeoye Falls people.

The Lehigh Valley owns practically the new Buffalo and Geneva road, and has an eye on Rochester by the Honeoye Falls route. Last October Mr. McNaughton, of the Honeoye Falls line, asked Lyman M. Otis and G. W. Crouch to set a price on their property known as the "island." The Crouch Island contains about fifteen acres. A price was set by these gentlemen for their property. The railway company said nothing after the price was set upon the property, except that they wanted to close the matter up before February 15, 1890. Since then the railway people have intimated that the price asked was too high and that a commission would have to be appointed. Mr. Otis stated last night to a DEMOCRAT AND CHRONICLE reporter that the company had never made him or Mr. Crouch an offer for the property. He declined to state the price asked for the property, but said that it was what he valued it at, and he would rather not sell it at that price, as it was worth more to him for his business than the price asked. Mr. Otis also said that the price was no higher than the Erie paid for property on the opposite side of the river.

The "Island" was surveyed by the company about ten days ago and boundary stakes driven, but just what the railroad corporation intends doing is not yet made apparent. Mr. Otis expressed himself as satisfied that the company intended coming into the city and said he thought that a few weeks' time would disclose the plans.

ANOTHER ELECTRIC ROAD.

There is a prospect of another road to Sea Breeze. A survey has been made and right of way secured for an electric railway. The line as surveyed will be six miles in length, and starts from Hudson street across the fields, crossing the ridge road between Hudson and Garden streets, running thence northeasterly across Garden street and to the East and West road, which it crosses near its junction with the Sea Breeze road; thence to the Sea Breeze, through the fields a short distance west of the present Rochester & Lake Ontario road. William S. Foster is the projector of the road and Rochester capitalists are behind the project. Mr. Foster states that work will be commenced at once and the road pushed to completion, so that cars will be running in the summer.

BAD FREIGHT WRECK.

A serious freight wreck occurred on the Western New York & Pennsylvania railroad [illegible]

will introduce the bill on Monday.

The Rochester Chamber of Commerce has forwarded two petitions to Representative Baker for introduction in the House, one in favor of a channel between Irondequoit bay and Lake Ontario; the other for a lighthouse in and for the improvement of Charlotte harbor. Mr. Baker will also introduce on Monday next a bill granting a pension to Rev. Thomas James, of Rochester, late of the Commissary Department and Freedmen's Bureau.

George E. Sherry is in Washington [illegible]

THE OTHER SIDE OF IT

John Bower Reviews Alderman Selye's Letter on Meters.

HE GIVES SOME QUOTATIONS

On the Cost of Water Meters in Rhode Island and Refers to an Engineer's Report—An Interesting Table—Statistical Figures.

To the Editor of the DEMOCRAT AND CHRONICLE.

SIR: In this morning's issue of the DEMOCRAT AND CHRONICLE I notice that Alderman Selye has averred that he has "only one criticism" to make "upon John Bower's published article," namely: "If Mr. Bower had read the statements concerning water meters published in Wednesday morning papers he would have seen that he was admitting to the public that the cost of maintaining a water meter was four times greater in Rochester than in Worcester, Mass., six times greater than in Providence, R. I., and ten times greater than in Pawtucket, R. I., a city of 50,000 inhabitants."

To all of which astonishing information or declamation, I have this to say: First, that I read his statements with much care, of which more below; and, secondly, that I was not at all concerned about what I was "admitting," for my object was to simply state the truth about meters—cost, etc.—in Rochester; and whether any heads were hit or not by such statement, was not at all taken into account.

And now, after the admission that I have read Alderman Selye's information, and, I may add, studied it, and certain information published about meters elsewhere, I may say that I have come to the conclusion that my figures in the "published articles" to which the Alderman alludes were, on the whole, too low—especially those estimating the future average cost of meters and setting—the reason given in the article being that, notwithstanding, all the meters in Rochester had cost an average of $20.93, each, without the setting, yet there was a probability that hereafter the average size of meters would run smaller, and I placed the figures at $20 only for meters and setting. I see now, by a late examination of the meters and their sizes now set in Providence, R. I., that the average runs about the same as in Rochester and they will probably so continue to run in this city, whatever additional numbers may be added.

I will now give a little proof that I have studied the alderman's statement concerning water meters, and indicate with what result, which will certainly not be to confirm any loose statements that the cost of maintaining a water meter in Providence, R. I., is "six times" less than in Rochester, etc.—all of which is reckless assertion merely. In April last, Edmund B. Weston, member of the Boston Society of Civil Engineers, read a paper entitled "Notes on the Water Meter System of Providence, R. I., from 1872 to 1887, inclusive;" and from said notes I copy and compile the following table of the sizes and number of meters in use in Providence on January 1, 1889, adding thereto the prices which Mr. Selye gives of cost of meters, etc., supplementing such prices as he does not give by manufacturers' rates.

Meters in use in Providence, R. I., January 1, 1889, and cost of the same, as per Alderman Selye's figures, furnished for the morning papers on Wednesday, 8th inst.

		Setting Cost Each.	
6,097 5/8-in. meters at $17..........	$103,649 00	$ 3 75	$ 22,863 75
1,080 3/4-in. meters at $27..........	29,160 00	3 75	4,050 00
285 1-in. meters at $37.50..........	10,687 50	4 25	1,211 25
119 1½-in meters at $55..........	6,545 00	4 25	505 75
25 2-in. meters at $90..........	2,250 00	5 00	125 00
10 3-in. meters at $150..........	1,500 00	7 50	75 00
7 4-in meters at $300..........	2,100 00	10 00	70 00
7,623, Total meters	$155,891 50		$ 28,900 75
			155,891 50
Total cost..........	....	....	$184,792 25

The average cost of each of the above 7,623 meters is $24.37, being $4.37 per meter greater than I ventured to give. The author of the paper above referred to says "that a good design of meter on ordinary domestic service" ought to be serviceable "for at least ten years," which is about as long a time as any one would give for the life of a good meter—costing more or less during this period for repairs, etc.

The alderman gives the total cost of repairs, management, etc., all expenditures, in fact, for each meter in service in Providence ter at $1.15 per annum. Now anyone can see in the above average cost of meters that if a meter only lasts ten years on the average somebody must pay at the rate of nearly $2.44 per annum for that meter, to say nothing of repairs, etc., or of interest on the first cost of the meter. This "somebody," in Providence, is the owner or occupant of a building, as a rule, and such person has to pay repairs, etc.

In addition to the above $2.44 for depreciation, add the alderman's $1.15, and the yearly cost of running a meter, I submit is $3.59, or 59 cents more than the figure I named in my criticised paper. Where the "six times greater" cost of maintaining a meter in Rochester than in Providence comes in, I fail to see, and then that ten times greater in Pawtucket is still more of a puzzle. Who will explain?

As the matter stands, as above shown, the cost per annum for each one of the meters, viz: to be exact, $3.59 70-100, will, multiplied by 8,000 meters, represent a capitalized sum of $956,480, at 3 per cent. But mathematics aside, we get at the $3.59 cost plainly enough, which on 8,000 meters is $28,720 per annum.

JOHN BOWER.

Rochester, Jan. 10, 1890

Chicago is exercising its ingenuity in trying to hit upon a plan for the abatement of the smoke nuisance, and its Common Council is busily engaged in considering the various reports of special committees and suggestions of self constituted committees. The problem has not been so difficult to solve in other cities, where smoke consumers have been introduced with great success, but as usual, Chicago considers itself an exception to all general rules, and is pleased to think that its conditions are remarkably perplexing.

How is it in Rochester? For a long time smudges of soot drifting lazily through the air have been a reproach to cleanliness and in a desultory manner an occasional effort has been made to induce the authorities to take action which might abate the annoyance, but nothing definite or satisfactory has ever been done. In many of our large manufactories soft coal is habitually used and from the large chimneys clouds of soot are belched forth which settles all over the city. This form of smoking may not be injurious to the smoker but it is a decided nuisance to the general public and it seems as if an ordinance might be framed which would conserve the public good without interfering with individual rights.

ICE WILL COME HIGH.

ROCHESTER MORNING HERALD
JANUARY 13, 1890.

HARBOR IMPROVEMENTS.

What the Chamber of Commerce Asks Congress to Do.

The memorial to congress adopted by the board of trustees of the chamber of commerce has been forwarded to Washington. It asks for an appropriation to open the channel from the lake into Irondequoit bay and also that the Rome, Watertown and Ogdensburg railway company be required to build a draw-bridge at that point. Quite a number of citizens think that there is a great future in store for Irondequoit bay.

Secretary McClintock of the chamber of commerce in conversation with a HERALD reporter yesterday said: "I think that the bay might be made of great commercial importance. A small channel could be opened for a few thousand dollars and then further improvements could be made as might be thought advisable. The people should not be afraid to ask for large appropriations for objects that are really of commercial importance. Chicago is not afraid to ask for money. It wants a ship canal built down to the Mississippi to get rid of its drainage. Business on lake Ontario is increasing, and a bay 110 feet deep is not without great value to commerce. Irondequoit bay is four miles long and is from half a mile to three-quarters of a mile in width. There would be plenty of frontage for coal docks there. You know nearly all of the available dockage on the river at Charlotte has been disposed of. The opening of a channel would also aid largely in developing pleasure traffic at the bay. Our Canadian brethren understand the value of good harbors and we should not be behind them."

A second memorial has been sent to congress calling for the further improvment and maintenance of Charlotte harbor. The chamber desires to have the channel dredged to its full width between the piers and not a portion of it alone. It is proposed to repair the piers and extend them so as to prevent a shoal or bar from forming at the entrance to the harbor. It is also proposed to build a new lighthouse, considerably higher than the present one, so that the sailor can see it from further out upon the lake.

CANDIDATES.

CHAMBER OF COMMERCE ELECTION.

Names Submitted by the Nominating Committee — Messrs. Brewster, Ross, Hamilton, Newell and Hough for President.

The annual meeting of the chamber of commerce will be held at eight o'clock this evening. There is likely to be a lively contest over the office of president. At the December meeting a nominating committee was appointed, which has held several meetings. The committee is composed of R. M. Myers, Granger A. Hollister, Isaac Wile, John H. Chase, Isaac A. Baum, William Pitkin and A. M. Lindsay.

The committee's meetings have all been secret and a great effort has been made to keep its deliberations from the other members of the chamber in order to avoid electioneering and the creation of factions. In order to give the members time to prepare their ballots it was decided, however, to mail each one a set with a circular from the committee. The business men will accordingly receive these tickets this morning.

[illegible] ot and also the one [illegible] bably cause the most excitement during its count is headed "Nominations for President," and bears a foot note instructing the voter to "Strike off all but one name." The choice will be from the following list: H. C. Brewster, D. M. Hough, Arthur S. Hamilton, George H. Newell and L. P. Ross.

Three vice-presidents will be chosen from among the following named gentlemen: Ezra R. Andrews, W. C. Barry, H. C. Brewster, George C. Buell, John Fahy, T. B. Griffith, H. S. Greenleaf, J. W. Gillis, A. S. Hamilton, George H. Newell, D. M. Hough, Max Lowenthal, L. P. Ross, Clinton Rogers, Isaac Wile.

The tellers who count the ballots for trustees will have no easy task. Thirty-five are to be chosen, including the president and vice-presidents elect, and 55 names are submitted. Accordingly each member will scratch the names of 20 men from his ballot. If anything like the full membership of the chamber is present, the work of counting these long tickets is likely to consume many minutes. It will be observed that the candidates are arranged according to their occupation. The committee's circular contains the recommendation "that in making choice of trustees no single interest receive undue representation." The list as given on the ballot follows:

Clothing — Henry Michaels, Isaac Wile, Max Brickner.
Bankers—D. W. Powers, H. C. Brewster.
Brewers—H. B. Hathaway.
Brokers—F. J. Amsden.
Dry Goods—S. J. Arnold, John Fahy, A. M. Lindsay.
Insurance—Frederick Cook.
Shoes—D. M. Hough, L. P. Ross, Patrick Cox.
Newspapers—E. T. Curtis.
Grocers—George C. Buell, H. Austin Brewster, Harvey W. Brown.
Carriage builders—R. K. Dryer.
Engines and boilers — James E. Booth.
Optical instruments—Henry Lomb.
Caskets—Isaac A. Baum.
Millers—J. H. Chase, C. E. Angle.
Foundry—E. W. Peck.
Nurserymen—William Pitkin, W. C. Barry.
Seedsmen—James Vick.
Architects—James G. Cutler.
Mercantile agency—T. B. Griffith.
Photographers' supplies — George Eastman.
Mouldings—George H. Newell, J. W. Gillis.
Oils—Charles M. Everest.
Locks—H. S. Greenleaf.
Hardware — A. S. Hamilton, Louis Ernst.
Lumber—Granger A. Hollister.
Carpets—Clinton Rogers.
Lamps and lanterns—Frank S. Upton.
Tobacco—W. S. Kimball, S. V. McDowell.
Furniture—H. A. Langslow, George W. Archer.
Knit goods—Max Lowenthal.
Paper—R. M. Myers.
Builders—W. H. Gorsline.
Bridge and iron works—J. F. Alden.
Printer—Ezra R. Andrews.
Upholstery trimmings—A. Vogt.
Patent medicines—H. H. Warner.
Coal—A. G. Yates.
Cut stone—Gilbert Brady.
Canned fruits—S. G. Curtice.
Retail clothing—F. M. McFarlin.

The circular sent out by the committee after stating the number of candidates and the fact that in making nominations for trustees the committee "has endeavored to represent the various manufacturing and other interests as far as practicable" concludes as follows: "Some discussion was had in regard to the propriety of forwarding ballots by mail previous to the election, the danger consequent to such action being the possibility of affording an opportunity for electioneering. The fact, however, that the members should have an opportunity of carefully and critically preparing their ballots prior to the hour of election seemed to outweigh all argument in favor of delivering the ballots at the meeting. The committee urge upon each member the propriety of preparing his ballot previous to the meeting and in accordance with his unbiased judgment."

In addition to the election of officers two other important matters will come before the meeting. One of these is the second annual report of Secretary J. Y. McClintock giving an account of the numerous subjects of interest which have been considered by the chamber and its various committees during the past year. The other is the report of the special water supply committee of which James G. Cutler is chairman.

Democrat and Chronicle
ANUARY 13, 1890.

THE ALDERMAN'S ANSWER

What D. W. Selye Has to Say to John Bower's Letter.

SOME INTERESTING FIGURES

Statements Made by Meter Companies—The Cost of Repairing and Maintaining the Measuring System—Comparative Expenses in Cities.

To the Editor of the DEMOCRAT AND CHRONICLE.

SIR: As John Bower persists, either through [illegible] or other [illegible]

[illegible] the data which I [illegible] trip to Worcester, Mass., and Pawtucket and Providence, R. I., and which trip I made solely for the purpose of meeting Mr. Bower's statements concerning the average cost of meters and the maintaining and repairing of the same, I had heard upon authority that has since been proven correct, that Mr. Bower was employed making figures in the matter of meters and that he was using "Rochester figures" as data in order to promulgate the great cost of meters, the repairing and maintaining of the same. I had learned that the repair shop of the Rochester Water Works Department is the most extravagant in the world, and that the results of Mr. Bower's investigations would prove, taking our Water Department as a criterion, that the expense of meters, their maintainance and repairs was so great that meters could not enter as a factor in our water problem at all. So I packed my grip and followed in person my circular letter to the hereinbefore mentioned cities, containing the following questions:

First—How much per meter is the average cost, in place of meters, to your Water Board? To which George E. Batchelder, registrar of the Wocester, Mass., Water Board, (population 82,000) replies: "I will say that our meters for domestic purposes cost $13.50, all set. That for manufacturing purposes we use larger sizes, costing $19.25 for ¾ inch, $27 for 1 inch, $42.50 for 1½ inches, $63 for 2 inch, $100 for 3 inch, $207 for 4 inch, $475 for 6 inch, $775 for 8 inch. All meters for domestic purposes are owned by the person owning the house; meters for manufacturing purposes are in most cases owned by the department. I have no doubt if we did not use meters, that we should be obliged to build another reservoir by next year."

To the same question, "How much per meter is the average cost, in place, of meters to your Water Board," Clinton D. Sellew, secretary to the Commissioner of Public Works of Providence, R. I., replied as follows, under date of January 3, 1890: "In reply to your letter of the 30th ult. I have to say the following table shows the cost of meters to consumers in this city, viz:"

CROWN METER.

Size	Cost of Meter.	Cost of Setting.	Total
5/8-inch.......	$ 17 00	$3 75	$20 75
¾-inch........	27 00	3 75	30 75
1-inch........	37 50	4 25	41 75
1½-inch.......	63 00	extra	.....
2-inch........	84 00	extra	.....
3-inch........	154 00	extra	.....

UNION METER.

Size	Cost of Meter.	Cost of Setting.	Total
5/8-inch.......	17 00	3 75	20 75
¾-inch........	24 00	3 75	27 75
1-inch........	34 00	4 25	38 25
1½-inch.......	57 00	extra	.....
2-inch........	90 00	extra	.....

In reply to the same question Edwin Darling, superintendent of the Pawtucket Water Works, under date of January 4, 1890, writes that the average cost of meters, in place, is $14.25. It is fair to say that Mr. Darling told me no four-inch meters are put in, and but few two-inch meters, although Pawtucket has more large consumers than has Rochester. The expensive large-sized meter is got rid of, by forking the service pipe and placing a meter on each fork, the placing of meters thus in gangs, is more economical and produces better practical results than does the use of a single large meter for the reason that should one get out of order the supply continues through the other meters, and the works are not stopped. When large meters are used the manufacturer pays for the same, less the cost of $14.25, the price of the five-eight-inch meter.

In reply to my second question, "What is the yearly cost, per meter, of maintaining and repairing same:" Worcester, reports 75 cents per meter; Providence, 55 cents per meter; Pawtucket, 30 cents per meter.

To my third question, "What is the yearly cost, in salaries, for reading meters on the average, and keeping the records thereof. Worcester reports 30 cents per meter; Providence reports 60 cents per meter; Pawtucket reports 30 cents per meter. Thus it will be seen by the letters in my possession, and which I will gladly exhibit to Mr. Bower upon application, that to repair, maintain, read and keep the record of meters, costs in

Worcester, 75 cents, plus 30 cents............	$1 05
Providence 55 cents, plus 60 cents........	1 15
Pawtucket 30 cents, plus 30 cents............	00 60
Average cost in the three cities............	$0 90

Of course, in the purchase, maintaining, repairing, reading, and keeping the records of meters everything depends upon the ability and honesty exhibited by the purchasing agent of the city buying, as also does everything depend on the honesty and ability exhibited by the repair department of meters. Now, let me quote from Mr. Bower, who says in the Rochester *Morning Herald* of the 9th inst.: "Then by other data, carefully gathered of expenditures for setting meters, repairs and other expenses, I am satified that $3 for each meter per annum is a minimum sum." Well may our Water Department pray to be saved from its friends after such an exhibit, collated by one of its friends from its own records!

Now, Mr. Bower, I copy the following tabulated statement, made by the National Meter Company, of New York, which sells crown meters to our department, and when you see that the cost of repairing and maintaining meters in Rochester is nearly twice the amount in the largest city quoted below, I hope you will admit that our Water Department is no criterion by which to judge of expenses incurred by the use of water meters.

Cost of repairs on 20,086 Crown meters in use in nine cities, from September, 1879 to January, 1887:

Meters furnished yearly.

1879					171	41				
1880		310	1	325	157	16		8	81	1
1881	61	450	72	149	73	72		14	147	61
1882	1008	445	108	83	51	249	9	12	265	130
1883	2062	480	174	164	83	285	314	7	120	134
1884	2433	780	25	189	74	174	344	218	101	165
1885	1534	617	89	184	50	286	322	218	57	167
1886	700	516	306	322	63	280	360	107	55	257

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

	Meters Furnished.
New York	[illegible]
Providence	[illegible]
Boston	1,493
Pawtucket	1,109
Central Falls	[illegible]
Fall River	1,423
Hoboken	1,429
Atlanta	967
Rochester	[illegible]
Yonkers	[illegible]
Total	[illegible]

	Value of meters.	Cost of repairs to for all causes.	Cost of repairs to frozen meters.	Cost of Repairs exclusive of frozen meters.
New York	$182,075.00	$3,935.16	$1,750.25	$2,184.91
Providence	62,097.50	1,044.15	641.04	403.11
Boston	43,360.25	1,838.91	884.73	954.18
Pawtucket	18,653.25	489.15	310.50	178.65
Central Falls	8,435.50	252.90	117.20	135.70
Fall River	22,972.50	952.71	827.66	125.05
Hoboken	25,331.00	826.25	732.80	93.45
Atlanta	13,637.00	238.05	94.30	143.75
Rochester	17,090.50	1,350.47	762.40	588.07
Yonkers	14,629.00	462.62	292.10	170.52
Totals	$407,681.50	11,390.37	$6,412.98	$4,977.39

Amount paid yearly for repairs for all causes.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
New York	......	......	$19.40	$72.30	$588.84	$1,359.37	$1,905.45
Providence	......	......	147.40	117.00	95.65	471.96	211.55
Pawtucket	......	......	51.55	290.65	274.15	662.51	620.05
Boston	......	$30.90	23.40	57.05	19.15	138.00	227.05
Central Falls	$35.05	2.55	24.40	31.40	9.50	15.10	134.90
Fall River	......	18.50	13.90	160.90	201.26	264.20	294.05
Hoboken	......	......	......	35.20	182.40	391.50	247.15
Atlanta	......	......	3.35	14.80	29.05	16.00	174.35
Rochester	6.00	19.35	62.70	234.40	355.97	392.15	242.90
Yonkers	......	......	7.40	43.80	62.45	148.87	200.10

	Percentage on value of Meters of cost of repairs from all causes.	Percentage on value of Meters of cost of repairs exclusive of frozen Meters.
New York	2.11	1 20-100
Providence	1.69	65-100
Boston	4.23	2 20-100
Pawtucket	2.62	95-100
Central Falls	2.99	1 61-100
Fall River	4.10	55-100
Hoboken	3.28	38-100
Atlanta	1.83	1 10-100
Rochester	7.90	3 44-100
Yonkers	3.16	1 17-100
	*2.79	†1 22-100

*† Percentages on total value of Meters.

Note—The costs of repairs for Yonkers is not complete by perhaps 25 per cent., as this department has no separate record of the simpler repairs made on the spot. The percentage of cost for repairs is NOT PER ANNUM, but extends from the setting of the first meter, to January 1, 1887.

There is no reason why meters should cost any more in Rochester than in Pawtucket, and they would not, were our Water Department as well managed in this city as departments are managed in the cities named. Mr. Bower is so fond of capitalization that in capitalizing the cost of water meters at $1,016,000 he forgets to capitalize the cost of a $1,500,000 conduit which at 3 per cent (his figure) would be $50,000,000. Bonds are bonds, Mr. Bower, and have to be paid sometime, and perhaps at a time when interest is not so low as at present. It is a great deal easier to pay $152,000 worth of bonds than $1,500,000 worth. And what will our children say of us if we leave them an inheritance of a bankrupt city!

Very Respectfully,
D. W. SELYE.

Rochester, N. Y., Jan. 12, 1890

In John Bower's letter, published in yesterday's issue, in review of Alderman Selye's late statement on meters, the words commencing the second paragraph below the table giving number, cost, etc., of meters in Rochester, should read as follows: "The alderman gives the total cost of repairs, management, etc., and for each meter in service in Providence (not Rochester) at $1.15 per annum."

THIS EVENING'S MEETING.

The Chamber of Commerce to Elect Officers For the Ensuing Year.

To-night the annual meeting of the Chamber of Commerce will be held, when officers for the ensuing year will be elected, and other important business transacted. It is possible that the building committee may make its report. The nominating committee, consisting of R. M. Myers, Granger A. Hollister, Isaac Wile, John J. Chase, Isaac Baum, William Pitkin and A. M. Lindsay, have reported the following nominations:

President, H. C. Brewster, D. M. Hough, Arthur S. Hamilton, George H. Newell, L. P. Ross.

Vice-Presidents, Ezra R. Andrews, W. C. Barry, H. C. Brewster, George C. Buell, John Fahy, T. B. Griffith, H. S. Greenleaf, J. W. Gillis, A. S. Hamilton, George H. Newell, D. M. Hough, Max Lowenthal, L. P. Ross, Clinton Rogers, Isaac Wile.

Trustees, Henry Michaels, Isaac Wile, Max Brickner, D. W. Powers, H. C. Brewster, F. J. Amsden, S. J. Arnold, John Fahy, A. M. Lindsay, Frederick Cook, D. M. Hough, L. P. Ross, Patrick Cox, E. T. Curtis, George C. Buell, H. Austin Brew- [illegible] Peck, William Pitkin, W. C. Barry, James Vick, James G. Cutler, T. B. Griffith, George Eastman, George H. Newell, J. W. Gillis, Charles [illegible] A. Hamil[illegible] Granger Hollister, [illegible] W. [illegible] Kimball, S. V. McDowell, H. A. Langslow, George Archer, Max Lowenthal, R. M. Myers, W. H. Gorsline, J. F. Alden, Ezra R. Andrews, A. Vogt, H. H. Warner, A. G. Yates, Gilbert Brady, S. G. Curtice, F. M. McFarlin, H. B. Hathaway.

There are three vice-presidents and thirty-one trustees, exclusive of the president and vice-presidents, to be elected.

The Evening Post.

New York, Saturday, January 11, 1890.

THE ASPHALT PAVEMENTS.

SOME OF MR. GILROY'S MISTAKES ILLUMINATED.

His Specifications Once More Shown to Be Solely in Favor of the Trinidad Asphalt People—Where the Commissioner Should Have Gone for His Comparisons in Prices—Statistics from Washington.

In making his defence against THE EVENING POST's charges in regard to the asphalt-pavement contracts, Mr. Gilroy spoke as follows on Thursday through the *Tribune*:

When I came into office all specifications for asphalt pavements which had been issued by my predecessors particularly specified that only Trinidad asphalt should be used. I changed these specifications so that they should read that any asphalt which upon being refined could meet the test of competition with the best Trinidad asphalt might compete. Regarding the statement that the Barber Company can alone compete for city work, the answer is that less than one-half of these contracts have been awarded to this company during the past year; in every case they were the lowest bidders at public competition. The Sicilian Asphalt Company and the Taylor Company received the remainder of the contracts.

As to the charge that the contractors' price for laying asphalt pavement is largely in excess of what is fair, I can only say that in London the prevailing price is $4 a square yard for the first payment, and a fifteen-year guarantee, and 12½ cents each year after five years, making the total payment $5.25 a square yard, while we pay but $4.45 per square yard for the same class of work in New York.

Mr. Gilroy here lays particular stress on the fact that the specifications he used were the same as those used by his predecessors in office, except that he eliminated the word "Trinidad" and made the specifications call for merely refined asphaltum, with the intention of throwing the contracts open to wider competition. If, as Mr. Gilroy says, he used the specifications left to him by his predecessor, he nevertheless used the Barber specifications. They were on file in his department, having been used by Gen. Newton in permitting asphaltum pavements to be laid at the request of certain property-owners, who, for reasons which they deemed good and sufficient, desired the Barber Company to do the work. Mr. Gilroy cannot offer the excuse that he did not know that his specifications were like those of the Barber Company, for that fact was called to his attention at the time that he was asked to change his specifications so that the company in which Carter, Hawley & Co. were interested could compete for the contracts. As for the elimination of the word "Trinidad," it amounts to nothing in view of the fact that the formula for the preparation of asphalt was allowed to remain as it was, and in following it only Trinidad or Cuban asphalt could be used. There seems to be no doubt but that Cuban asphalt, if mixed according to the formula prescribed, would make a very inferior pavement. It would be so brittle that no contractor could afford to guarantee a pavement laid with it for one year. (Mr. Gilroy's specifications call for guarantees of five or fifteen years.) In preparing Cuban asphalt for pavements thirty parts of heavy petroleum oil must be used for every 100 parts of pure asphalt. Mr. Gilroy's specification for the preparation of the pavement says that from 15 to 20 parts of heavy petroleum oil shall be used with every 100 parts of pure asphalt. Thus it is seen that although he eliminated the word "Trinidad," his specifications were still such that only Trinidad asphalt could be used.

MR. GILROY'S ERRORS IN REGARD TO PRICES.

Mr. Gilroy, in defending the prices paid for the asphalt work, again refers to the price paid in London—$5.25 a square yard, with a fifteen years' guarantee—as a standard of comparison by which the fairness of the prices to be paid here may be judged. As was pointed out in THE EVENING POST yesterday, the Commissioner ignores the fact that the pavements of London are laid in rock asphalt—a much more costly and, as the European authorities say, a much more durable article than the Trinidad asphalt. As THE EVENING POST also stated yesterday, a disinterested person seeking a standard whereby the fairness of the New York price to be paid for asphalt pavement might be properly judged, would naturally turn to the city of Washington, which has been known as the American city of asphalt. In that city many thousands of yards of Trinidad asphalt pavements have been laid, and under conditions similar to those under which the asphalt pavements of this city have been and are to be laid. The asphalt pavements with [illegible] foundation [illegible] which [illegible] this city [illegible] ed contract are known in Washington as the "standard asphalt pavement." The specification for this pavement in Washington called for 2½ inches of asphalt on a concrete foundation of 6 inches. Mr. Gilroy's [illegible] According to Mr. Gilroy's own statement the average cost of laying pavements in New York is $4.45 per square yard. The official reports of the Engineer Department of the District of Columbia say that the ruling price for laying such pavement in Washington has been $3.25 per square yard for several years. It may be stated here that the pertinent part of one of these District of Columbia reports was prepared by Capt. F. V. Greene of the Corps of Engineers, United States Army, who at the time was looking after the Government's interests, but who is now one of the Vice-Presidents of the Barber Asphalt-Paving Company, which, having no opposition, recently secured the contract (already analyzed in THE EVENING POST) to lay an asphalt pavement in Wall Street, this city, at $5.10 a square yard. The New York pavement is to be similar to the Washington "standard asphalt pavement" which Capt. Greene's report said had cost the Government $2.25 a square yard to lay in Washington.

A COMPARISON WITH WASHINGTON PRICES.

It is thus seen that the average New York price is $2.20 in excess of the ruling price in Washington. Mr. Gilroy's statement that the average New York price is $4.45 a square yard was probably made on a basis including the fifteen-year contracts. In Washington the guarantees are for but five years. In order to make a decidedly fair comparison it is therefore necessary to quote the prices paid here for pavements which are guaranteed for five years. The price in three of the six five-year contracts awarded by Mr. Gilroy was $3.75 per square yard. In one instance it was $3.49 and in the remaining two $3.33 per square yard. The average price, therefore, is $3.56⅙. This is $1.26⅙ per square yard more than has been paid for the same pavement laid under the same number of years guarantee in the city of Washington. It may be that the cost of the colored labor used in Washington is less than the cost of the Italian labor employed in New York; but it is impossible that it can be so much less as to cause an increase of $1.26⅙ (average) per square yard in the work done in this city.

If the amount of the bond is to be counted as an item of cost to the contractor, the contractors of this city have a decided advantage over those of Washington. As already shown, the bonds exacted by Mr. Gilroy are, except in two cases, insufficient to secure the city from possible loss. In Washington the Government authorities take good care that the security shall be ample. There the amounts of the bonds exacted are in sums equal to the estimated amount of the contract.

Yesterday the *Tribune* had the following paragraph:

Commissioner Thomas F. Gilroy of the Public Works Department, alluding yesterday to the charge that asphalt pavements could be laid in New York at a much less cost than the city was contracting to pay, said: "Now, $5.25 is exactly what the Vanderbilt people pay the Barber Asphalt Company for laying the pavement in Vanderbilt Avenue, on a fifteen years' guarantee, while the highest price that I have paid anywhere (which is on the Wall Street contract, on the same guarantee) is $5.10 per square yard. The talk of $1.75 a square yard of asphalt paving on a concrete foundation, with a fifteen-years' guarantee, is sheer nonsense."

Why Mr. Gilroy seeks to compare the price of a pavement laid by private enterprise with the price of city pavements, which are laid by public contract, such contract being supposed to be open to competition, does not appear—or perhaps it does. It is admitted, that the Vanderbilts have a right to pay what they please for laying pavements; Mr. Gilroy as a paid servant of the people is in duty bound to pay the smallest price for which he can get the work well done.

His answer can in no wise be regarded as replying to the charge that under the specifications for laying asphaltum pavements the city is paying an exorbitant price. If his specifications were such that they would admit of competition from dealers in all kinds of asphaltum pavements, the cost to the city would soon be considerably diminished. The Washington authorities keep the door to competition as wide as possible at all times. Their advertisements for proposals contain this clause:

Bidders are at liberty to submit for consideration proposals and specifications for any special or patented pavement which may be deemed suitable for roadways, furnishing in each case all necessary particulars and accurate statements of components and method of manufacture.

THE COST TO THE CONTRACTOR.

Mr. Gilroy's reference to the $1.75 per square yard as the price of asphaltum pavement is apt to mislead readers into the idea that THE EVENING POST has asserted that the city should not pay more than that amount for its pavements. Such is not the case. The $1.75 was mentioned by THE EVENING POST as the actual cost of the labor and material used in the construction of the pavements to the contractor. This estimate of actual cost was based on figures obtained from several engineers who are familiar with the subject.

Mr. Gilroy and his friends in the press will find something to interest and instruct them in the further analysis of his asphalt contracts which we publish elsewhere to-day. He and they will be especially interested in the comparisons which are drawn between the prices which he is paying and those which were paid for precisely the same kind of asphalt in Washington. He has sought to defend his prices by a comparison with those paid for a more ex- [illegible] Washington is much nearer and affords a much fairer basis, because both are American cities, the kind of pavement in both cases is the same, and has the approval of both of the same engineering authority. Why, under such precisely similar conditions, New York should be called upon to pay an average excess of $2.20 a square yard over the price paid in Washington, is a question which Mr. Gilroy has not yet answered.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., JAN. 15, 1890.

New Fire-Alarm System.

Charles A. White is in the city arranging for an exhibition before the Chamber of Commerce trustees of a new automatic fire-alarm system invented by W. L. Denio, and in which the electric part is governed by magneto generators instead of chemical batteries.

SHOE MANUFACTURING FAILURE

Judgment Against the Elderkin-Taylor Company—Assets and Liabilities.

For some time past the Elderkin-Taylor Shoe Company has been embarrassed financially and it has been, it is said, on the verge of failure for several weeks. It has now according to statements of those who claim to know, practically collapsed. This morning judgments were taken against the company in seventeen actions commenced against it by the German-American Bank, for amounts ranging from $100 to about $500, aggregating $6,172.44.

Actions have been commenced against the company in the same court by F. A. Sherwood and others for amounts aggregating upwards of $2,700. An action has been commenced in the Supreme Court by the German-American Bank on notes aggregating $5,000 and another by F. A. Sherwood for $2,539.75. A number of other smaller actions have also been commenced.

The liabilities of the company, it is said, will aggregate about $42,000, with nominal assets of $38,000.

The principal stockholder of the company, which has been doing business two years, C. J. S. Mensing. John Elderkin, W. H. Taylor and E. B. Wilkin have been associated with him. The capital stock of the company is $50,000. The company has been manufacturing shoes on Water street.

TERRIBLE CYCLONE

Death and Destruction in Rochester.

A WORKMAN KILLED

Others Injured Who May Die.

BUILDINGS WRECKED

Serious Damage to the Joslin Block.

Churches Dismantled, and Dwellings Smashed.

A Large Number of Minor Accidents Throughout the City.

The wind started in this city this morning with great force, and before 11 o'clock it had succeeded in its dreadful work of death and destruction. The signal service office reports the wind as having attained a velocity of sixty miles an hour at 10 o'clock. The sudden breaking of the self-register to the anemometer about that hour prevented any further observations in that direction. Observer Bailey estimates the greatest velocity of the wind this morning at about seventy-five miles an hour. It is the same cyclone that visited St. Louis yesterday. It will probably [illegible] the afternoon [illegible] comparative [illegible] will follow. Crowds of eager people stood at various corners during the morning watching some of the high buildings, which, it was reported, shook to and fro with the violence of the wind. In some instances occupants of upper stories in these buildings were frightened and abandoned their offices for a time.

Residents in the vicinity of State and Center streets were startled a few minutes after 10 o'clock by a loud and resounding crash accompanied by the sounds of falling timbers and breaking windows. A large and excited crowd soon gathered and gazed with staring eyes at the roof of the two-story frame building at 218 State street, which had been crushed in by the falling side wall of the four-story brick block next door. The wind had evidently gained a heavy pressure before topping over the wall of No. 120, a building owned by the New York Central Company. An open window in the fourth story of the brick structure evidently was the cause of the trouble and the heavy volume of wind admitted there found an outlet by blowing down the side wall, which fell with a crash on the frame building occupied and operated as a boarding house by Matthew Kelly, a saloon keeper of 70 Center street, and his wife. The intimation of trouble by the Kelly family was the crushing noise made as the brick and falling debris struck their roof, crashed through the upper story and knocked the lathes and plaster down upon the heads of the occupants. Mrs. Kelly, who is totally blind, was thrown into a terrible state of excitement and terror and her condition was extremely pitiable. Her sister, Mrs. Masterson, who was in the kitchen of the house, rushed partly up the stairs and found a scene of ruin. The bricks and mortar from the falling building had crushed in the roof of the Kelly house and reduced everything to a mass of ruins. The front door had been sprung by the shock to the building and it was impossible to get out in that direction. A way was forced through the back and the women and Mr. Kelly were brought out by some of the firemen who had arrived on the scene. Sam Lee, who runs a laundry on the lower floor of the fallen building, summoned his assistants and hurried out the back way. Joslin's grocery and creamery next door was uninjured, but the people there quickly vacated the premises. The barber shop of Gus Scodda on the corner of Center street was deserted by its inmates in short order as several of the window lights had been blown out. Some of the women in the upper portion of the building gathered their personal effects and bolted for the streets, while others ran down the stairs partially ressed. The Hook and Ladder Company arrived and stretched a rope around the dangerous locality while the policemen kept the crowd back.

The greater portion of the roof on the Kidd building in the rear of A. J. Johnson's shoe factory on Brown's race was blown off at noon and some of the bricks and debris were carried to the yard of the cotton mill fifty yards away. At the time this accident happened, G. Welter, a pattern maker, employed at Gleason's machine shop, was on his way to dinner and was just underneath the flying pieces of roof and chimneys. A heavy stone with a sharp edge struck him on the head, killing him instantly. The stone was a large one, and the top of the unfortunate man's head was nearly taken off. The body was taken into the Rochester Machine & Screw Company's shop adn the patrol wagon, which was not needed, was called. Rev. Father Kiernan was soon on hand, but it was too late to administer the last sacraments of the church. He, however, offered prayers for the dead. Coroner Kleindienst was notified and will take charge of the body. Welter had only worked at Gleason's a short time. He was well thought of by his fellow workmen. He was about 35 years of age and lived with his wife at the corner of Lowell and Almira streets. He buried his only child a few weeks ago.

One of the most serious and perhaps another fatal accident during the progress of the storm was that which occurred on North St. Paul street shortly after 11 o'clock this morning. George Seward, a man about 50 years of age, employed as driver for the United States Express Company, sustained injuries which may terminate in his death. He was driving southward on St. Paul street, near H. H. Warner & Co.'s building, when suddenly a most terrific gust of wind swept past the wagon, instantly overturning it. Seward immediately realized his position and jumped from the wagon, landing on the pavement on his hands and face. Before he could regain his feet the horse, an unusually large and heavy one, fell across Seward's back and shoulders, pinning him painfully to the ground. Several spectators quickly ran to his assistance, but before they could extricate the unfortunate man the horse had to be detached from the thills. After this had been done Seward was removed to a vacant store in the building occupied by Wile, Brickner & Wile and several volunteers hastened for a physician. Dr. A. J. Norman responded and made a hurried examination. He stated as his opinion that Seward was suffering from internal injuries, but entertained the hope that he would recover. Seward sustained, also, a painful wound on the right side of his head. His clothes were torn and covered with mud, and he complained of intense pains in his back. The patrol wagon was called and he was removed to the City Hospital. Seward lived at 61 State street. At the same time of this accident a white horse attached to a two wheeled vehicle became frightened at the overturning of the express wagon and started to run away at a break-neck speed toward Main street. The driver, whose name has not been learned, was thrown out but escaped serious injury. At the junction [illegible] ided with a North and West avenue car, slightly smashing in the side and badly wrecking the "gig." The runaway proceeded unmolested, up St. Paul street as far as the New Osburn House, where it was finally captured. Seward was reported doing well at the City Hospital by the doctors this afternoon. Several ribs are broken and the man is seriously bruised otherwise, but his recovery is hoped for.

The cap or covering of one of the spires of St. John's Church, corner of St. Joseph street and Buchan park, was torn off bodily by the wind at about 10 o'clock and carried across the street where, striking against the corner of Dr. Schuchart's handsome residence, its further progress was stopped and it fell to the ground, ploughing up the sod and dirt and scattering it in all directions. The cap was about fifteen feet square and of considerable weight and struck Dr. Schuchart's house with great force, defacing the corner boards and siding and breaking one window. In answer to an inquiry from a UNION reporter one of the members of Dr. Schuchart's family said that the shock when the cap struck the house was very severe and the crash which followed was terrible, leading them to think that "the day of judgment had really come."

About 10:30 a. m. to-day as the wagon of the Rochester Bill Posting Company was crossing the "triangle" at the corner of North St. Paul street and Central avenue, the wind caught it and turned it completely over, knocking the horse down as well. The driver was shaken up, but not injured. The wind at this point was particularly high and much havoc was wreaked on hats and other articles of personal property. At times it was almost impossible to walk. One lady, in particular, turned from North St. Paul street to Central avenue; a gust of wind caught her and she was whirled round like a top. She managed to reach a doorway and waited a minute, when she attempted to proceed. The wind repeated its previous performance and again she was forced to seek shelter. This was repeated several times and it was fully fifteen minutes before she reached North Clinton street, where she was lost to view. There were any number of these episodes.

The wires of the fire department are in bad shape and policemen have been instructed to send in alarms from the police patrol boxes to the police station, whence they will be telephoned to fire department headquarters. Chief Bemish says he hopes there will be no fire to-day. He also says that he will strongly insist that the electric light companies be forbidden to turn on the current to-night. He said *he is of the opinion that danger will ensue*, as the wires are in such bad shape and so many down.

A horse attached to a democrat wagon, became frightened about 10 o'clock on Plymouth avenue by the falling of branches from trees and ran away. The driver was thrown out and dragged some distance in the mud. He was uninjured. On Fitzhugh street the wagon struck a lamp post and tree at the same time and the horse was here stopped. The wagon was almost totally wrecked, but the horse was not injured.

The large bill board at State and *Platt streets was blown down a few minutes be*fore 10 o'clock. It caught an old man, who was passing, in its fall. He was painfully bruised about the head and shoulders, but managed to pick himself up and walked away. The bill boards at South St. Paul and Howell streets, at Griffith and South St. Paul streets, and on Mt. Hope avenue, near the feeder, were also blown down.

About 10 o'clock a gust of wind blew over a glass show case in front of Boyd & Diehl's store in Powers Hotel Building. The large panes of glass were broken. A few minutes afterward Moore & Cole's delivery wagon and horse were blown over on Main street in front of the Court House. At about the same time a horse was blown over at the corner of South St. Paul and Court streets.

The massive cross on the steeple of the Immaculate Conception Church, was blown down about 10:30 o'clock. It was valued at $260, and was put up about three years ago when it was purchased to replace the one destroyed by lightning. At the point where the cross struck the ground there is usually a number of children playing, but fortunately none were around at that time this morning.

About 10 o'clock the lamp over the UNION bulletin board at Main and State streets was blown over by the wind, smashing the glass and wrecking the post. A lady and gentlemen going south barely escaped being struck by the falling post. If the heavy iron had reached them it would undoubtedly have crushed out their lives, as it fell with terrible force.

Two elderly women were blown into the muddy road on Maple street near SS. Peter and Paul's Church this morning. one of them rolled around in the mud as if it was agreeable to her, while the other struggled bravely and used every endeavor to regain her feet. A couple of gentlemen ran into the mud and assisted the two women to the sidewalk.

A tree blew down on Ontario street at the commencement of the gale. Two horses attached to a delivery wagon became frightened and quickly detached themselves from the vehicle and started off. They were captured before any damage was done save breaking the whiffletree.

An employee of the city street department, who, with others was loitering in the City Hall park, happened to walk out to Fitzhugh street, where the wind was so strong that he had to cling to the iron railing around the park for support. He was unable to leave his position, so strong was the wind, until assisted by some friends.

About one-half of the railing on top of Powers Hotel on the Fitzhugh street side was blown in on the roof of the building by the force of the wind soon after 10 o'clock. The railing is very heavy and it was fortunate that it did not fall to the street.

About 10 a. m. to-day the brick cornice on the Cochrane Block on State street, a short distance below the Rome, Watertown & Ogdensburg depot, blew [illegible]

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

the building, demolishing a portion of the roof.

In the lumber yard on Park street, near West avenue, the lumber is falling in all directions. Several boards flew through the window of Mrs. Vosburgh's boarding house, doing considerable damage.

While a farmer was driving to the city with a load of hay shortly after 10 o'clock, his wagon was overturned on the boulevard, and while attempting to unharness the horses one of them kicked him in the face, lacerating it in a most severe manner. He was taken to the City Hospital.

On North avenue the cornice was taken from the roof of a building opposite Delevan street. A pole with a sign attached at the corner of North avenue and Arthur place was blown down and struck the old frame shop on the corner, wrecking the balcony.

A large tree, the trunk of which measured about two feet in diameter, was blown down on Frank north of Brown, striking against the Fitzgerald residence and injuring the roof. Large limbs of trees were blown down in front of Nazareth Convent and in other places on Frank street. In all the parks the trees suffered.

The gale did considerable damage at Charlotte. Several buildings were blown over. Just outside the limits William Klos' rig was blown down an embankment; the horse was killed; Mr. Klos escaped unhurt. The velocity of the wind was estimated at 70 miles an hour.

The high tower of Central Church swayed with the wind and was closely watched by many people in the vicinity. It has been known for some time that it swayed in high winds, but it is supposed to be balanced so as to be safe.

Several windows in the skylight at the Central depot were broken by the force of the wind. A carriage belonging to the Rochester Baggage & Transfer Company was blown over in front of Camille Forrest's and the pole broken.

The Eleventh Ward House, corner Campbell and Grape streets, suffered severely by the cyclone. The roof was carried away; also part of a wall of the dancing hall. The loss will be about $400. The house is owned by John Erb. Nobody was hurt.

The telegraph wires at the Central depot were reported off this morning. One dispatcher said: "This machine is talking French this morning, and as I am not perfectly conversant with the language, I am working at a disadvantage."

This morning the ornament on one of the spires of the First Baptist Church on North Fitzhugh street took its departure, hastened by the gale. A fence on Church street, near Dr. Drinkwater's, was blown over about the same time.

Two large plates of glass in the Hayward building on South Clinton street were blown in by the wind this morning. A young man employed in one of the stores narrowly escaped being seriously injured by the falling glass.

A telegraph pole in front of Frank Ritter's, on North St. Paul street, was swayed by the wind to an angle of 45°, where the wires held it. Its position interfered with street car traffic until righted; nearly an hour.

Part of the roof of the Genesee Brewing Company's malt house was blown off and carried over on to a house belonging to Mr. Stueler, foreman of the brewery, in Cataract street. The damage will not exceed $300.

An American Express wagon was caught by the wind at State and Center streets and toppled over. The driver was delivering a package in the store at the time and no one was hurt.

A large plate glass in a window on the first floor of the Union Clothing building was blown out, distributing fragments of glass all around the pedestrians underneath.

A piece of iron pipe, weighing about fifteen pounds was blown from the roof of the Windsor Hotel, and struck so close to a passerby that it was not at all comfortable.

On State street photographers left boxes filled with glass plates on the window-sills, and many of these were blown to the streets, endangering the heads of pedestrians.

A large hatch covering on a building on State street, near Market, was blown into the street, falling so close to a horse, attached to a baggage cart, as to tear off the animal's blanket.

A heavy hatch cover of a house corner of Fitzhugh and Adams streets, was blown off and narrowly escaped striking a lady in its descent.

Part of of a sign of W. J. Welder, corner of Court and St. Paul streets, was blown down, and in descending smashed several panes of glass.

One of the buildings belonging to the Flower City Soap Company on Exchange street near Clarissa street bridge, lost its roof.

A police officer was sent to Asbury Church at the request of a resident of the neighborhood who said a portion of the roof decoration was in danger.

Shortly after noon four of the large chimneys on public school No. 12 were blown down. School was dismissed for the afternoon.

The large plate glass window in front of William C. Bush's furniture store on State street was broke by the wind at noon.

Mingos & Shale's large sign on their building, corner of Main and Stone streets, was blown down.

L. W. Maier's hearse was damaged by the wind at the east end of Vincent place bridge.

A tree in front of Mr. De Vo's residence on North St. Paul street was torn up by the roots.

The transom over George C. Buell & Co.'s store, on Exchange street, was blown in and the glass smashed.

A skylight on the Cunningham building on State street was carried to the sidewalk, bringing down a few electric wires.

One of the scales of justice which the goddess has held on the dome of the Court House for many years went down.

The big window in the office of the Rochester & Pittsburg Coal & Iron Company was blown out.

One of the panes of glass in the store door of Appel's restaurant on Exchange street, was destroyed by the wind.

[illegible] OF COMMERCE

Annual Meeting and Election of Officers this Evening.

The annual meeting of the Chamber of Commerce committee will be held this evening, the parts of [illegible] will be elected for the ensuing year, to take place. The nominating committee, which will submit its report, is composed of R. M. Myers, Granger A. Hollister, Isaac Wile, John H. Chase, Isaac A. Baum, William Pitkin and A. M. Lindsey. The committee has mailed members slips containing the nominees for the various offices. A foot note instructs the voter to strike off all but one name. The choice for president will be from the following names: H. C. Brewster, D. M. Hough, Arthur S. Hamilton, George H. Newell and L. P. Ross.

Three vice-presidents will be chosen from the following list: Ezra R. Andrews, W. C. Barry, H. C. Brewster, George C. Buell, John Fahy, T. B. Griffith, H. S. Greenleaf, J. W. Gillis, A. S. Hamilton, George H. Newell, D. M. Hough, Max Lowenthal, L. P. Ross, Clinton Rogers, Isaac Wile.

Thirty-five trustees will be chosen from the following list of names:

Clothing—Henry Michaels, Isaac Wile, Max Brickner.

Bankers—D. W. Powers, H. C. Brewster.

Brewers—H. B. Hathaway.

Brokers—F. J. Amsden.

Dry Goods—S. J. Arnold, John Fahy, A. M. Lindsay.

Insurance—Frederick Cook.

Shoes—D. M. Hough, L. P. Ross, Patrick Cox.

Newspapers—E. T. Curtis.

Grocers—George C. Buell, H. Austin Brewster, Harvey W. Brown.

Carriage Builders—R. K. Dryer.

Engines and Boilers—James E. Booth.

Optical Instruments—Henry Lomb.

Caskets—Isaac A. Baum.

Millers—J. H. Chase, C. E. Angle.

Foundry—E. W. Peck.

Nurserymen—William Pitkin, W. C. Barry.

Seedsmen—James Vick.

Architects—James G. Cutler.

Mercantile Agency—T. B. Griffith.

Photographers' supplies—George Eastman.

Mouldings—George H. Newell, J. W. Gillis.

Oils—Charles M. Everest.

Locks—H. S. Greenleaf.

Hardware—A. S. Hamilton, Louis Ernst.

Lumber—Granger A. Hollister.

Carpets—Clinton Rogers.

Lamps and lanterns—Frank S. Upton.

Tobacco—W. S. Kimball, S. V. McDowell.

Furniture—H. A. Langslow, George W. Archer.

Knit goods—Max Lowenthal.

Paper—R. M. Myers.

Builders—W. H. Gorsline.

Bridge and iron works—J. F. Alden.

Printer—Ezra R. Andrews.

Upholstery trimming—A. Vogt.

Patent medicines—H. H. Warner.

Coal—A. G. Yates.

Cut stone—Gilbert Brady.

Canned fruits—S. G. Currice.

Retail clothing—F. M. McFarlin.

The discriminating, wise and industrious put their wants in the Union and Advertiser.

A Stupendous Undertaking.

Editor Union and Advertiser:

In the Daily Morning Herald, issued January 9th, will be found an open letter from Mr. John Bower, wherein he attempts to lift a heavy load, or rather there appears to be, in the letter, an effort to *torture* figures into a misrepresentation of facts. The writer makes a very proper assertion when he says "that a premise should at least not contain matter that is not obviously true or reasonably certain or probable." This assertion is so true that it would seem hardly worth while to make it; but, having given expression to this truism, it would seem that ordinary prudence would have precluded the writer from doing the very thing that he had condemned in Ald. Selye. He flippantly disputes or refuses to accept the alderman's figures with reference to the cost of putting in and taking care of meters, and after throwing Mr. S. overboard, he offers the public information on the subject that he has obtained from the chief engineer. There's richness for you. The people have had enough from that source; they really want to know what can be said on the other side of this water question. On the one side is prodigality and an intense desire to have the spending of other people's money: on the other side, it is well known, are those who think reasonable economy and frugality should be practiced in the use of water. Mr. Bower, without having investigated the matter closely, asserts that the cost for the maintenance of meters would be $9 each per annum, while the alderman, fresh from his explorations at the East, where he visited a number of cities, says he found that in Worcester, Mass., the average yearly cost of maintaining meters was 75 cents each, and the cost of reading them was 30 cents each, aggregating $1.05, as against Mr. Bower's figures of $3. It may be that this $3 estimate is what it costs the people in Rochester, but that does not prove much, only, perhaps, the cost of meters must keep pace with all the other water expenses in this city, which it is pretty well known are four or five times as much as they are in cities where the water works are in charge of good business men. I am prepared to put in evidence authentic information which will show that Mr. Selye does not overestimate the case, but keeps fully within bounds. I sent to the office of the gas company on Mumford street this morning a request that they give me information as to the cost of maintaining

[illegible] enough like them to make the knowledge of the cost of reading them interesting at the present time. The answer I received was as follows:

[illegible] meters, [illegible] employed every day in the year, [illegible] and [illegible] from $12 to $15 per week.

Say that five men are all paid $15 per week and that they work fifty-two weeks in a year. This would make $75 per week. Multiply this by fifty-two weeks and we have $3,900. Divide this sum by 4,800 meters and we have the cost of maintaining each meter 81 cents, while the same men collect the bills, which I will assume to take twice as long as to read the meters. Two-thirds of the 80 cents then should be charged to collecting accounts and one-third to reading meters. One-third of 80 cents is 27 cents; so our gas company beats even the magnificent showing of the Worcester management of water works. But where does it leave Rochester. I have still more proof in this direction and I will give it. There are three meters on premises belonging to me; one in my factory on Hill street; one in my store on State street and one in a store in Mill street. I think they have been in their positions from ten to twelve years, and I do not remember to have heard that any of them were out of order or needed repairs, except on one occasion, when I believe some sediment got into the one in the State street store, and we had a little trouble with it.

I will now allude to the stupendous undertaking of Mr. Bower, where he attempts to show that it would cost the people but little, if anything, less to incur an indebtedness of one hundred and sixty thousand dollars, than to incur one of one and a half to two millions of dollars. Look at the ingenuousness of the figures.

Procuring and setting 8,000 meters, at $20	$160,000 00
Additional expense for lawn and yard services, (why this should be in I am unable to understand) say $5 on 4,000	20,000 00
Yearly repairs, depreciation and other expense of the 8,000 meters, at $3	24,000 00
Which latter sum capitalized at 3 per cent	800,000 00
	$1,016,000 00

Now on the other side.

I infer that Mr. Bower endorses Mr. Tubbs' plan for an additional supply of water, by going to Hemlock lake, a distance of almost thirty miles, with a conduit only two feet in diameter, which will have to pass through a hilly country, and because of this fact, Mr. Tubbs proposes that we have a pumping as well as gravity system and two more reservoirs. Will it cost nothing to maintain these little playthings, and the long conduit twenty-five miles longer than would be necessary should we conclude to go to Lake Ontario? We will see. Consider the expenses for a moment, for the year ending March 31, 1889.

A PORTION OF EXPENSES DURING 1888.

Storage reservoir	$ 862 93
Distributing reservoir	3,527 32
Conduit line	3 174 49
Service and repairs	24,151 54
	$33,116 43

I could travel this road of expenses a long ways before reaching the end, but I have gone far enough to illustrate the idea.

We will now capitalize this sum and we have at 3 per cent., a sum equal to..... $1,270,000 00
To this add cost of works..... 1,500,000 00
And we have, total..... $2,770,000 00
as against Mr. Bower's $1,016,000. More light will be thrown on the subject by Mr. Darling (the man of experience) from Pawtucket, R. I., when he talks to the people on Wednesday or Thursday evening in the Common Council Chamber. Taxpayers (especially) should be sure to hear him.

S. H. ROBY.

The Post-Express.

ROCHESTER, MONDAY, JANUARY 13.

A POLLUTED WATER SUPPLY.

Chicago People Fear an Epidemic of Typhoid Fever.

NEW YORK, Jan. 13.—A Chicago special says: "An epidemic of disease from polluted drinking water threatens the people of Chicago as well as an epidemic of influenza. The recent heavy unseasonable rains have filled the slimy, disease-breeding river and the natural outflow has been contaminating the water supply for two weeks. This is not all, for no water has been pumped from the river into the canal at Bridgeport since January 1st, and the broken pumps will not be set in motion again for at least a month. This means that the sewage of the city is being emptied into the source of the water supply, and this alarming condition will continue for weeks.

"The danger of an epidemic of typhoid fever or other diseases communicated through polluted drinking water is now increased to a maximum. The health commissioner is fearful of the consequences if the river water is not kept from the drinking supply in the lake."

New Fire Alarm System.

C. A. White, of Boston, is in the city in the interests of the Eco-Magneto fire alarm system. He will explain its workings at the Chamber of Commerce meeting tonight. W. L. Denio, of this city, is the inventor of the system. The peculiarity of this system is that magnetic generators instead of chemical batteries are used. The invention is recommended for use in isolated plants as well as for municipal systems.

Annual Reports.

The annual report of the Lyceum theater company was filed in the county clerk's office this morning. It shows: Capital stock all paid in, $80,000; mortgaged indebtedness, $60,000; other outstanding indebtedness $1,000.

The annual report of the Brush electric light company shows: Capital stock $300,000; indebtedness, including bonds issued for the purchase and development of real estate and plant, $810,000.

BUSINESS OUTLOOK

LOCAL TRADE STATISTICS FURNISHED BY R. G. DUN & CO.

A Healthy Local Outlook Though Somewhat Affected by General Depression—Unusual Difficulty in Collecting Facts and Figures—Notes.

Now that business men are taking account of stock, and looking over the books to see how they stand, a few facts and figures showing the status of leading trades in Rochester will be of interest. T. B. Griffith, manager of the local branch of Dun's commercial agency, has for several years compiled statistics on this subject. It is, of course, difficult to do more than approximate, but Mr. Griffith bases these approximations upon such careful research that the results obtained may be looked upon as fairly accurate where perfect accuracy is an impossibility. It has been his custom in years previous to give a tabulated statement of local failures with assets and liabilities, but owing to the new law which makes it impossible to give more than one-third of the assets of a bankrupt to preferred creditors, the making of assignments has become the exception and not the rule. Men who fail generally confess judgment or secure their friends from loss by executing chattel mortgages. This custom makes it impossible to give any accurate statement of assets and liabilities, and makes it a matter of some difficulty to obtain any statistics at all concerning the number of failures.

The following table, prepared by Mr. Griffith, shows the total amount of sales in the leading lines of trade in this city in 1889 as compared with 1888:

	1889.	1888.
Dry goods	$9,575,000	$9,275,000
Clothing	8,825,000	8,725,000
Boots and shoes	7,250,000	7,050,000
Groceries	4,900,000	4,850,000
Hardware	2,350,000	2,125,000
Nursery stock	2,800,000	2,525,000

In speaking of the general outlook Mr. Griffith said to a POST-EXPRESS reporter, Saturday: "The above figures show a small increase in dry goods, groceries, hardware and nursery stock, and a considerable decrease in the amount of clothing and boots and shoes manufactured and sold in '89 as compared with the figures of '88. The first one half of the year trade was fully up to, if not in excess of '88, but in the latter one half the leading lines, boots and shoes and clothing, show considerable falling off from the amount of business done in '88. The open fall and winter is seriously affecting retail trade, and wholesalers, jobbers and manufacturers are suffering in consequence. Notwithstanding these general deductions I never knew a year when it was more difficult to form a correct idea of the trade situation. It is acknowledged that there seems to be a general depression throughout the country, but when one attempts to assign causes he is at sea. The open winter is the only cause assigned, but this seems to be quite insufficient. I suppose, however, that the depressing effect of the weather upon men's health and spirits has quite as much to do with depression in trade as the fact that people don't wear heavy ulsters and thick flannels when the thermometer remains at 40°, for the greatest part of the winter. Last July I wrote the following report for a trade journal:

A diversity of opinion seems to exist as to the conditions of trade and prospects for fall business in this section. A careful perusal of information received from all sources leads to the conclusion that the volume of business transacted for the first half of the year in general trade, has been fully up to, if not in excess of 1888, and that the prospects for fall trade are fair. The loss to the agricultural community by frosts and floods up the entire Genesee valley, whose trade is tributary to Rochester, is large. The book accounts of country merchants must suffer considerable shrinkage, and wholesalers and jobbers in this section must suffer from slow collections, and a good many losses. Boots and shoes and clothing are the leading manufacturing industries here. Clothing manufacturers report trade not as active as a year ago, and look forward to a light fall trade. They have manufactured less for the coming season than for the fall of 1888. The boot and shoe trade has been less in volume than a year ago, though several dealers report considerable increase; they expect fall orders will be up to last year. Money in this section is plentiful and cheap. The recent brewery deals have thrown about three million dollars on this market for investment. Considerable of this is finding its way into business channels in the shape of new enterprises. Notwithstanding the depressing influences of frosts, floods and bad weather, trade and traders in this section are generally in a healthy condition.

"The few predictions upon which I ventured," continued Mr. Griffith, "seem to have been verified; but I would not dare to attempt to prophecy what the spring trade will be, there are so many contradictory reports. Some manufacturers claim that their orders for spring goods are unusually heavy, while others take a more gloomy view of the situation. I do not think collections are more slow than at a corresponding period in other years. I think the situation may fairly be summed up as follows: There is a slight but general depression throughout the country, and this affects all local lines of trade. Such trades as depend for their support upon out-of-town consumers show a slight falling off. The natural increase of population and a healthy local market more than counterbalance these influences upon such trades as depend for their support upon home consumption, and those stand about even or show a slight gain as compared with last year."

Representative business men in the leading lines of trade mentioned by Mr. Griffith were seen by the reporter and the following opinions on the situation supplementary to the more general deductions of Mr. Griffith were given:

Clothing—A member of the firm of L. Adler Bros. & Co., said: "Mr. Griffith's figures for sales of local clothing manufacturers show a falling off, as compared with last year, of $400,000. Of course figures like these can only be approximate and where the variation is, comparatively, so slight it is difficult to draw deductions. It cannot be denied that there is a slight depression in clothing, due doubtless to the open winter but this exhibits itself in a failure to increase rather than a falling off in sales. With our constantly developing industries and increasing

[illegible] city state of trade is a gradual but steady increase. As the steady flow of the river counterbalances the force of the incoming tide and at certain intervals brings the water to a perfect calm, so the depression seems exactly to be counterbalanced by the natural increase in trade.

Boots and shoes—L. P. Ross: "While our manufactory shows an increase of 15 per cent. over last year, our jobbing trade shows a falling off of about 5 per cent. While our total sales for the year will show a slight decrease in dollars and cents, the number of goods handled will probably show an increase as compared with last year. This is due to the fact that leather and rubber are cheaper and to improved appliances in manufacture. There is less demand for what are called 'seasonable goods,' owing to the weather. This, however, is but a drop in the bucket of the great volume of trade."

Hardware—A member of a leading hardware house said: "Though trade is fully up to the mark in this locality, we are experiencing difficulty from collections. Owing to poor crops and with roads in such a condition that farmers cannot get to market with their produce, the outlook for the spring trade is a little dubious, but the market seems to be in a healthy condition in spite of the depressing influences."

"Members of dry goods firms and wholesale grocers report a healthy market and fair prospects, but both complain of the depressing influences of an open winter and of slow collections.

ROCHESTER MORNING HERALD
JANUARY 14, 1890.

A NOTABLE REPORT.

The second annual report of the secretary of the Rochester Chamber of Commerce, J. Y. McClintock, published in full in the HERALD this morning, is a document of unusual interest and importance. It bristles with information respecting not only the operations of the body of which Mr. McClintock is so faithful and valuable an official, but also regarding the industries and general business interests of this city. It is to the material affairs of Rochester what a properly constructed president's message is to the political affairs of the country, a clear and comprehensive compendium of the situation. The information thus given has appeared, it is true, from time to time in the press of the city, but scattered throughout the issues of the year, while in the report it is found in a condensed and convenient form for reference.

In dealing with so many interests the Chamber of Commerce must necessarily antagonize occasionally either the views or the interests of nearly every active-minded citizen at one point or another; but the general result of the operations of that body under the enlightened policy that, as a rule, has governed it, is of the highest value to the entire city and to all of our citizens as a body of people. It seems to us that no loyal Rochester business man can read this report of the able secretary without cordially indorsing both the purpose and the general work of the organization he represents.

Long as the report is it would be folly to attempt to condense what has been already reduced to the briefest possible terms. It shows that the various committees of the Chamber of Commerce have been busy throughout the year upon a large number of projects to increase the material prosperity of Rochester. While they have not succeeded in every case in bringing new interests to the city, the number of failures is small compared with the large amount of good accomplished. Rochester was never before so extensively advertised among the business men of the country at large. In many ways, as the report shows, the activity of this organization has contributed to the convenience, the financial profit and general advantage of our business men and of the citizens at large. The three great questions affecting the citizens at large of water storage, natural gas and an additional water supply have received careful attention from the chamber of commerce during the year and there is no doubt that Rochester will owe much of its prosperity in the future to what has been done respecting those matters by that body. The summary of new enterprises and investments in this city found at the beginning of Secretary McClintock's report should especially receive the attention of our readers if they would comprehend in some degree the growth of Rochester. Indeed, the entire report may profitably be studied and filed away for future reference.

POLLUTED LAKE WATER.

The danger of taking water for city use from lakes into which the sewage of the same city is used is forcibly illustrated by the news which comes from Chicago, where an epidemic is threatened on account of the polluted drinking water. For two weeks the sewage which empties into lake Michigan has been contaminating the water at the intake, and now the pollution has become so marked that the whole city is aroused. The mouth of the tunnel by which Chicago gets water is two miles from the shore and it must be three and a half or four miles from the point where the city sewage pours out through the river into the lake. This, together with the recent experiences of Toronto, where it has been determined necessary to extend their main sewer discharge pipe to a point six miles removed from the city water intake, in order to prevent pollution of the water, should give the inconsiderate theorists of Rochester who talk about going to lake Ontario for water food for reflection.

While it is true that large bodies of water possess the power of self-purification, the extent of deleterious influences from the point of supply, as where sewage is emptied into a lake, is greater than was formerly supposed, and under local influences, as shifting currents and continued winds, spread in a remarkable manner. By the well defined color of the river water the outpourings of the Genesee have been distinguished two or three miles in either direction from its mouth, as the wind at the time might be blowing, with the probabilities for contamination extending beyond the markings.

IN THE DARK.

The disarrangement of the electric wires by the gale in this city yesterday made it necessary for the authorities to request the electric light companies not to turn on the current on their wires last night. This precaution was wisely adopted and may have saved both life and property, since it was impossible to ascertain after the wind went down late in the afternoon how many of the wires were crossed and where the breaks were located.

Accordingly the entire city was shrouded in darkness all last evening and through the night except where the lights from windows threw a glimmeron the pavements.

The situation fairly illustrated the disadvantages attending the practice of stringing electric light wires overhead through a large town. From every point of view, whether we consider the peril to human lives involved in it, the risk of property, the unsightliness of the poles and wires as commonly placed, or the liability of a complete paralysis of the city's illuminating system by wind storms or other similar causes, the overhead system is to be condemned. It is time for the authorities and the arc light companies in Rochester to consider the question of burying the wires as the Edison and Telephone companies have in the central part of the city.

A TREMENDOUS GALE.

A heavy gale that blew at the estimated rate of from seventy to seventy-five miles an hour struck Rochester yesterday morning and continued with considerable velocity throughout the day. Trees, roofs, chimneys, business signs, fences, scaffolding, heavy plate glass windows, electric wires, and every other article not firmly secured yielded promptly to the extraordinary pressure of the wind, making traveling in the streets not only exciting but extremely dangerous. One of our citizens, unhappily, was killed by the stone coping of a chimney that was blown from its place and struck him on the head, while others were injured. It was one of the fiercest gales ever experienced in Rochester and pretty fairly tested the security of all structures that stood in its pathway. It was attended by a rapid fall of the mercury in the thermometer. Up to the hour named and especially for a short time before the gale began the atmosphere was sultry and oppressive, but before night occasional snow squalls showed how rapid had been the fall of the mercury.

This wind storm is not a local one, but swept over a large area of the country. At St. Louis it took the form of a genuine tornado Sunday afternoon, striking the city at its southwestern border and leaving destruction in its path as it took a northeasterly course. It was the natural sequel to the unusually warm period for January that succeeded the cold wave of last week. Our local pages this morning describe the casualties and damages caused by it in this city and vicinity, while our telegraph columns report its

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operations elsewhere.

As usual the press reports speak of the kind of storm that visited St. Louis, with its funnel shaped cloud and its terrific energy, as a "cyclone." This, as we have had occasion to say before, is inaccurate. The St. Louis storm was evidently a tornado, though it may have been and probably was one feature of a grand cyclonic storm that passed over the entire country from the far west to the Atlantic seaboard. It is well for the press to observe these scientific distinctions and correct, as far as possible, any popular error. A cyclone is not a local storm and is not commonly attended by the funnel shaped cloud and ferocious energy displayed at St. Louis on Sunday. These phenomena characterize a tornado. If the records are to be made in anything like an intelligible shape these distinctions in the use of terms must be respected.

THE WATER SUPPLY.

The report of the special committee appointed by the Chamber of Commerce to act with the select committee of the common council in an investigation of the question of an additional water supply for Rochester will be found on another page of the HERALD this morning. In this report the committee goes more into the details of the matter than it did into a former report submitted a few weeks ago, and such of our citizens as desire to reach a clear understanding of the conclusions formed by the gentlemen forming that committee after a most thorough study of the entire question are advised to give the report a careful reading.

Briefly, we may say that this committee has accepted the judgment of the expert engineers, Messrs. Fteley and Fanning, employed by it and advise, first, that an additional water supply is necessary, and secondly, that it should be secured by the construction of an all gravity system from Richmond Mills to this city. The grounds for these recommendations are clearly set forth in the report. The cost of the conduit is estimated by the experts at $1,087,426, and the joint committee recommend the passage of an enabling act to be drawn for $1,500,000 to provide for the settlement of damages and all contingencies.

Among other suggestions made by the report is this: That the cost of delivering the water to consumers shall be met by a system of rates that will completely cover it, instead of placing the rates so low that a deficiency that has to be met by a direct tax upon real estate shall occur from year to year. The report adds:

It should not be forgotten that this suggestion does not involve any change in the amount of the taxes, but simply such a rearrangement of taxation as will educate the water consumer to a proper economy.

The report is worthy the careful attention of the public which is so closely concerned in the matter under consideration.

THE RAILROADS.

COMMISSIONERS' SEVENTH ANNUAL REPORT.

Growth of Business—Constant Improvement in Condition of the Roads — Recommendations for Legislation Renewed.

ALBANY, Jan. 13.—The board of railroad commissioners has made its seventh annual report to the legislature. The report says, the year ending September 30th, 1883, was marked with much less disturbances among the railroads of the country than that preceding it. The volume of business was largely increased and rates maintained at more profitable figures. Towards the close of the year 1888 matters had reached such a state through the reckless competition of irresponsible railroad managers, particularly in the territory west of the trunk lines, that it became evident to the owners of railroad property and to their representatives, the prominent bankers, that some action must be taken to arrest it, or a large proportion of hitherto profitable railroads would cease to be profitable, if they did not become actually bankrupt.

It can be said that as peaceful relations between the trunk lines and their affiliated connections have been maintained during the past year as have ever before, or are likely to be hereafter. When there is taken into consideration the enormous extent of railroad property owned or controlled by these organizations, this is a most significant fact.

The diminution of ruinous railroad competion during the last year was largely due to the facts, first, the very [illegible] [illegible] [illegible] merce act.

A largely increased business on the railroads of the state, as compared with the previous year's business, was [illegible] A few of the [illegible] important [illegible] given here:

	1888.	1889.
Gross earnings from operation of road	$152,122,705.73	$153,537,208.19
Operating exp'n's	101,605,061.79	101,729,493.88
Net earnings from operation of road	50,517,643.94	51,807,714.31
Income from other sources than operation of the road	5,732,752.57	4,985,649.40
Interest paid and accrued	26,477,594.88	26,793,733.43
Taxes	5,352,224.10	5,269,481.86
Miscellaneous	903,726.51	1,313,979.13
Dividends declared	13,791,601.67	14,617,334.99
Surplus	5,362,202.58	4,544,[illegible].98
Stock and debt	1,272,718,923.52	1,275,883,953.98
Cost of road and equipment	1,208,848,443.05	1,214,531,088.93
Percentage of gross income to cost of road and equipment	04.65	04.67
Percentage of net income to capital stock	03.03	03.06
Percentage of dividends declared to capital stock	02.16	02.34
Miles of road built in New York state	7,423.84	7,466.59
Tons of freight carried one mile	12,731,459,729	12,868,675,746
Increase in 1889 of 1.24 per cent.		
Average freight earnings per ton per mile (cents)	0.797	0.782
Average freight expenses per ton per mile	0.527	0.514
Average freight profit per ton per mile	0.270	0.258
Passengers carried one mile, exclusive of elevated road	2,199,061,958	2,301,916,204
Increase in 1889 of 4.7 per cent.		
Average earnings per passenger per mile (cents)	2.20	2.29
Average expenses per passenger per mile	1.57	1.49
Average profit per passenger per mile	0.74	0.80

During the past fiscal year the board has considered and disposed of 24 references by the governor, the legislature and committees thereof, and numerous complaints preferred by cities, towns, associations and individuals, the volume of business having been greater than during any year since the creation of the board.

The record of accidents for the year ending September 30th, 1889, shows an increase of 36 killed, and a decrease of 267 injured as compared with the preceding year.

Seven passengers were killed and 76 injured from causes beyond their own control, as compared with four killed and 124 injured in 1888.

Sixteen employes were killed and 77 injured from causes beyond their own control, as compared with 30 killed and 110 injured in 1888, a very material decrease.

Seven passengers were killed and 39 injured from getting on or off trains in motion, as compared with eight and 24 respectively in 1888. It is a singular coincidence that the same number of employes were killed and injured, i. e., seven and 39 respectively, from the same cause, as compared with eight and 54 in 1888.

The most serious cause of death to employes was walking or being on track, resulting in 69 killed and 64 injured, as compared with 90 killed and 94 injured in 1888.

The next cause of death to employes was falling from trains, engine or cars, resulting in 41 killed and 64 injured, as compared with 32 killed and 90 injured in 1888. In addition to the employes thus killed and injured, there were 13 others killed and 13 injured, as compared with 11 killed and 17 injured in 1888.

The most serious cause of deaths to "others," not employes or passengers, was as heretofore, walking or being on the track. This resulted in 284 deaths and 118 injuries, as against 245 deaths and 138 injuries in 1888.

The next cause of death to "others," was being run over at highway crossings, resulting in 45 deaths and 46 injuries, as compared with 27 deaths and 34 injuries in 1888. Of the killed and injured in 1889, 16 were killed and 16 injured at crossings protected by gates or flagman, and 29 killed and 30 injured at crossings not so protected. Were it the law that as a rule railroads should pass over or under highways, and should only be permitted to cross at grade by a special order of court, these constantly recurring causalities would be greatly reduced, if not entirely done away with. The board has recommended to five successive legislatures an amendment to the present law requiring newly constructed railroads to observe such a rule, and also for the separation of existing grades. The bill has failed in every case.

Another embarrassment results from the fact that highway commissioners were constantly opening new highways across railroads at grade. This they do under the present law. The board is of the opinion that this law should be amended by inserting a provision that no new highway should be opened at grade across a track except by order of court.

A statute was passed last winter, being chapter 531 of the laws of 1889, amending section 12 of the General street railroad act, substituting the board of railroad commissioners for the local authorities of cities or villages, as the public authority to give consent for change of motive power by street railroads.

[illegible] to the [illegible] attention has been devoted to the investigation of the merits of the change in each particular case.

Your attention is drawn to the decisions of the board in the application of the [illegible] railroad of the city of New York, for the approval of a change of motive power from horses to cable, and those of the Utica belt line, and the Troy and Lansingburgh railroad companies for the change from horses to electricity.

The application of electricity, either by storage batteries or by transmission by overhead wires, has been greatly perfected within the last year.

The method by storage batteries within the cars has many obvious advantages. Each car is independent and under the complete control of the brakeman. It appears to be somewhat expensive, however, and not well adapted to roads with continuous steep grades.

The overhead trolley system has been put in operation in a number of the states. It appears to be working satisfactorily. There are certain dangers and objections to it, however, which should be carefully considered before it is adopted.

The reports of the inspector, show that the physical condition of the railroads of the state is improving each year. There is still room for improvements upon many of them, but the marked nature of that which has already taken place since the creation of the board is a subject of gratifying comment.

Heating cars by steam from the locomotive is now an accomplished fact in the state of New York.

The time within which this board, for reasons shown, could extend the date for heating other than by stove or furnace, expired upon the first of November, 1889.

The system works fairly well only. The temperature of the steam is so high and the pipes get hot so quickly if the valves are much opened, that the utmost care is necessary upon the part of the trainmen to keep an even or a comfortable temperature.

The act creating the commission makes it its specific duty to recommend to the legislature such laws or amendments to the present laws as the experience of the commission may show to be necessary or expedient for the benefit of the public.

This duty the commission has conscientiously performed, with most discouraging results.

During the seven years of its existence it has repeatedly called the attention of the legislature to the defects in the law out of which grievances and even scandals have grown and continue to exist. It has carefully drafted bills which have been introduced by the chairmen of the respective railroad committees of the house and senate. These measures have been advocated by the commission before the respective committees. They have received the approval of the press, commercial bodies and numerous individual citizens, but not that of the legislature.

Under these circumstances the board deems that to again introduce them without the request either of the committees themselves or of some individual member of the legislature who would advocate them upon the floor, would be useless and futile.

The board, however, again earnestly recommends the measures to the attention of the legislature.

The measures are, in brief, as follows:

First—An amendment to the act creating the board of railroad commissioners, providing that the recommendations thereof may be reviewed by the courts, and when found just and reasonable enforced by mandamus or other appropriate action, subject to appeal in the usual way.

This measure has been recommended by numerous individuals, organized commercial bodies, the press, the chamber of commerce of the state of New York, two attorney-generals and the court of appeals. It is absolutely necessary to enable the board to redress many of the grievances which come before it, for which there is no other redress and in the nature of things cannot be.

Second—An act to amend section 24 of the general railroad act with regard to grade crossings. It has three objects in view:

1. To prevent railroads hereafter constructed from crossing highways at grade.
2. To prevent new highways being opened over railroads at grade.
3. To provide for the separation of grades between railroads and highways at present grade crossings.

These provisions are so desirable that it would seem to be unnecessary to enter into a discussion of their merits.

The bill is carefully prepared, so that action may be begun by aggrieved parties. Provision is made for the interests of abutting property holders.

This measure, or some kindred one, is absolutely necessary to do away with the constant dangers and intolerable inconveniences at many grade crossings of the state. There is no law at present under which any satisfactory redress can be obtained.

Third—An act to prohibit street railroads hereafter laying center-bearing rails, and to compel such companies to replace the center-bearing rail now laid with a rail of better construction at the rate of 20 per centum per annum, when so required to do by the local authorities of any city or village of the state.

Fourth—An act to amend chapter 218 of the laws of 1839, known as the "Leasing Act," the amendment having for its object to require the approval of the stockholders of both the lessor and lessee roads before the lease shall become valid.

The board deems that this measure is most desirable, both in the interests of stockholders and of the public, particularly in view of the tendency toward consolidation of railroads now so prevalent throughout the country.

Fifth—An act to prevent the unnecessary duplication of railroads.

It provides that a corporation to build a railroad cannot come into existence until a hearing shall have been had before the board of railroad commissioners and that body shall have decided that public convenience and necessity require the construction of such road. An appeal from the decision of the board to the supreme court is provided for, which latter body is vested with power under the law to reverse the decision of the board should it be against permission to build.

Sixth—An act for the prevention of discrimination by railroads against shippers by canal.

Seventh—An act to provide a penalty for a railroad's failure to file its quarterly reports.

These reports, now so much relied upon, are frequently much behind time and sometimes withheld [illegible] to the detriment of innocent stockholders and in the interest of unscrupulous persons.

Eighth—An act to establish the responsibility of railroad corporations for damages by fire communicated from their locomotive engines.

This act is a most desirable one in the interests of the public at large, and is particularly necessary for the preservation of the forests of the state in the Adirondack regions and in the more thinly populated districts of Long Island.

Ninth—An act providing that railroads shall construct a low railing around the roofs of their freight cars to prevent the brakemen falling off, praticularly in slippery or stormy weather.

Tenth—An act to require railroad corporations to place a Fahrenheit thermometer in all passenger cars, and to instruct those charged with maintaining the temperature to keep at as nearly as possible at the point of 70 degrees during that period of the year when the cars are heated artificially.

The object of this bill has been explained heretofore and the board deems that its passage is exceedingly desirable if not absolutely essential to promote the comfort and health of the traveling community, particularly since the introduction of steam heat from the locomotive.

MORE WATER.

ARGUMENT IN FAVOR OF THE GRAVITY PLAN.

Report of the Chamber of Commerce Committee As Read at Last Evening's Meeting—Meters and Higher Rates Discussed.

The following is the report presented to the chamber of commerce last evening by James G. Cutler, representing the chamber of commerce members of the joint water supply committee:

January 13th, 1890.

To the Board of Trustees of the Rochester Chamber of Commerce.

GENTLEMEN:—In the summer of 1888 the department of the city government having control of the water works, ordered the discontinuance of street and lawn sprinkling from the Hemlock system, in consequence of the scant supply in the reservoirs, and the water supply question became at once the order of the day.

It is thought that a brief statement of the whole case will have interest for the members of the association, and it is proposed to attempt such an account in the following pages. An understanding of the matter will be assisted by a short description of the works as originally built, and in operation at the time when our attention was called to the shortage of water as stated above.

The City Water Works System as completed in 1876, constructed under the supervision, and from the plans of the present Chief Engineer, consists of a conduit line extending from Hemlock Lake, nearly thirty miles south of the City and about three-hundred and eighty-eight feet above the coping of the canal acqueduct, to the reservoirs at Rush and Mt. Hope, operating by gravity, and having a capacity, as a compound pipe, closely approximating 9,000,000 gallons per day.

There is also a Holly pumping plant located on Brown's race, and operated by water power with a reserve steam outfit, in case of low water or accident; drawing water from the race, and used, in the limited area of the city to which its mains are extended for fire protection and street prinkling, as well as for certain mechanical purposes. It has a capacity of about 7,000,000 gallons per day, but is ordinarily delivering about 1,500,000 gallons per day so that at the date of the order referred to above, the use of water in the city, or more precisely from the city mains was approximating, often exceeding 10,500,000 gallons per day for all purposes.

The Chief Engineer, in a report to the Commissioners in charge of the construction of the system, said, that in estimating the consumption of water to be provided for, he had preferred to assume a use of sixty gallons per capita, rather than to base his calculations on the then usually accepted estimate of forty gallons, and on the former basis, estimating the increase of population from the best available data, it was assumed and expected at that time that the system of water works completed in 1876 would be sufficient, with the gradual extension of mains as required, to supply the city for forty years, or roughly, until 1916. In 1885, during the Honeoye millers' suits, the Chief Engineer testified that it would be 1929 before the city would need the 9,000,000 gallons it was proposed to draw from the lake, and so late as 1888 statements of the same official have been published which indicated an increasing use of water, but still an abundant supply.

Of course, in the face of these, and other facts not necessary to be detailed here, the announcement, shortly following the order prohibiting the use of Hemlock water for sprinkling, that a line had been surveyed and plans prepared for an additional conduit line raised a storm of protest, and when it was learned that it was proposed to build this line in such a way as to necessitate the pumping of the additional supply, notwithstanding the fact that the source is 388 feet higher than the coping of the canal acqueduct, and that a gravity main is now and has been about fourteen years in satisfactory operation from the same point, violent, and not always fair criticism and opposition was at once manifested on the part of many citizens and tax-payers.

The Common Council at its meeting on October 16, 1888, appointed a select committee consisting of Aldermen Kohlmetz, McMillan, Hall, Williams and Swikhardt to consider the report and recommendations of the Chief Engineer, and requested the Chamber of Commerce to appoint a committee of five to act with the aldermanic committee. In compliance with this resolution and request, the association named as its committee, Messrs. William H. Gorsline, William S. Kimball, James E. Booth, Clinton Rogers and James G. Cutler.

This committee entered at once upon its work, and realizing the great importance, as well as the technical nature of the questions [illegible] the necessity of securing unbiased professional advice, in view of the fact that the Chief Engineer announced that with him it was "pumps or nothing," and in view of the impossibility of reconciling his various statements, called upon the executive committee of the Chamber of Commerce for the funds necessary, and retained Messrs. A. Fteley, chief engineer of the new Croton Acqueduct, of New York, and J. T. Fanning, of Minneapolis, hydraulic engineers of national reputation, to give a preliminary opinion.

When the experts arrived in the city, the first question submitted to them was: Is the water supply sufficient for the legitimate use of the city, if meters are more generally used and the policy of management changed in such a way as to reduce the waste to a minimum; and can we avoid, or even postpone for any considerable time, the expenditure involved in building another conduit? Neither of the engineers would give any encouragement to such a plan, assuring the committee that the use of water in Rochester could not be regarded as unusual, and is not likely to be reduced enough to give an adequate surplus of water by any means consistent with the future growth and prosperity of the city.

After full discussion, and a thorough examination of the works, their opinion favoring a gravity supply was received, a public meeting called at the rooms of the Chamber of Commerce, and a resolution requesting the Common Council to appropriate $4,000, and to direct the employment of the two engineers above named to make such surveys as would enable them to submit a full and detailed report and recommendations for the guidance of the committee, was adopted.

The Council promptly and courteously took the action requested, and the report of the engineers has been published in full; it is too voluminous for reproduction here, but its conclusions emphasize the need of more water, as well as greater care to prevent waste, and strongly favor the gravity system.

The Chief Engineer of the water works, present by invitation, at the meeting of the joint committee called to receive the report of the experts, was requested to give in writing his views of the recommendations they had made, and the Common Council afterwards passed a resolution repeating the request.

On August 20, 1889, Mr. Tubbs presented a review of the experts' report, which, with all the other reports has been published in full in the city papers, and more recently in pamphlet form. Upon a careful examination of Mr. Tubb's paper, it was found that he had questioned the statements of the experts in many particulars, and that, in order to determine the relative value of the widely differing recommendations of the consulting engineers and Mr. Tubbs, it would be very desirable to obtain from the experts either an admission that they had overlooked some of the points raised by him, or a reaffirmation of their confidence in the views which they had given.

At the time when Mr. Tubbs's paper was presented to the Common Council, both Mr. Fteley and Mr. Fanning were absent in Europe, and immediately upon his return and before Mr. Fteley had returned, Mr. Fanning was called to Manitoba as consulting engineer of works in progress in that part of the country. It was found impossible for the two consulting engineers to get together for a conference and discussion of Mr. Tubbs's paper until the 5th of December, on which date the engineers met in New York city and prepared their final statement, in which they reaffirmed their confidence in their original estimates and suggestions, and repeated their recommendations to the committee, favoring a gravity supply on the ground of economy, as well as for other reasons.

A meeting of the joint committee, to take action upon this paper, was at once called, and in view of the fact that it was expected that the Common Council would take action at its meeting on the following day, an effort was made to secure an agreement upon a final report to be presented at that meeting. Owing to the absence from the city of two members of the Chamber of Commerce committee, it was necessary to communicate with them by telegraph, and this fact, as well as others not necessary to be stated here, constrained the draughting of a paper to which it should be possible to obtain their approval by wire, and of course prevented a full and detailed statement of the reasons for the conclusion stated.

The members of the committee feel, however, that it is due to the association, and to themselves, that a more detailed statement should be made.

The recommendation of the committee is based upon the statement of the two consulting engineers, that the present supply is already inadequate, that a gravity line is not only preferable to the combined pumping and gravity plan upon practical grounds, but that it is the most economical for the city, and, the plan proposed will give the water required until the city is relieved from the burden of excessive interest on water works bonds, for the smallest possible cost, and leave the new conduit in shape to be extended to the Lake when necessary, and at a time when by reason of the reduction of interest on the 7 per cent water bonds the city is relieved of at least $127,800 of annual expenses, and is by so much, better able to pay.

When the suggestion was first made by the experts that a new line should be surveyed that would avoid the ridge at Richmond Mills, Mr. Tubbs expressed his decided opinion that no such line could be found; he stated to the members of the committee that he had gone over the matter thoroughly at the time the line was built and the line selected by him was, in fact, the only feasible gravity line which could be secured. Messrs. Fteley and Fanning, however, basing their opinion upon the actual surveys made under their direction, and which are now on file in the City Clerk's office, assure the committee not only that another line is practicable, but it appears that it is a much better line than the one originally selected, and that had it been chosen when the water works were originally constructed the capacity of the conduit would have been largely increased by reason of the fact that the loss of head by the rise to within seventeen feet of the level of Hemlock Lake at Richmond Mills would have been saved.

The conduit from Hemlock Lake for a distance of about four and one-sixth miles to a point near Richmond Mills, has a capacity of 19,750,000 gallons per day; but as the line rises at this point out of the valley and is continued over the hills, its capacity is reduced to 9,000,000 gallons per day at the reservoirs; so that there is about 10,750,000 gallons per day more capacity to Richmond Mills than from that point to Rochester through the present pipe.

It is by taking advantage of this fact that it is possible for the city to obtain an additional supply of, at least, 6,500,000 gallons per day by building a conduit of 15,500,000 gallons capacity from Richmond Mills to Mount Hope reservoir; and which will give the city all the water required for ten or twelve years to come, if reasonable changes in the policy of management are made at once.

To do what is necessary to be done in the best and cheapest manner involves much further discussion and consideration of the various questions involved, by the engineer employed to take charge of the work, and it is not unlikely that this engineer in sympathy with the general plan outlined by the experts, might be able to show that the duplication of the four and one-sixth miles of conduit from Richmond Mills to the lake should be undertaken as soon as the balance of the new line is completed, and that a slight increase in the size of certain sections of the new conduit would prove a measure of true economy. In assuming that the increased supply would be 6,500,000 gallons per day on the completion of the 15,500,000 gallon duplicate line from Richmond Mills to Mt. Hope reservoir, the committee did not lose sight of the fact that the present pipe over the hill would still be in use and would deliver about 2,000,000 gallons per day, making in all 17,500,000. Of course it was not desirable to raise this rather nice question in hydraulics, in view of the fact that it had not been explicitly covered by the experts, as even if the additional amount should be only 6,500,000 gallons, it would still be enough to justify the proposed plan.

The cost of this conduit is estimated by the experts at $1,087,426, and the joint committee has advised the enabling act to be drawn for $1,500,000 to provide for the settlement of damages which may be involved and for such other works to secure adequate fire protection and improvements to the distribution as may be decided upon after further discussion.

It will be borne in mind that the recommendation is that the *Council should be authorized to issue bonds of the city, in the* sum of $1,500,000, or as much thereof as may be necessary, leaving it optional with the Council to issue these bonds as they may be required. The experts advise the construction of a 36-inch pipe from Rush reservoir to Mt. Hope for the purpose of giving adequate fire pressure, instead of the 30-inch pipe which is included in the estimate given above. They say this will involve an additional outlay of $100,000. The duplicate conduit line from Richmond Mills to Mt. Hope reservoir will undoubtedly give the city at least 17,000,000 of gallons in all per day.

When this supply has been appropriated, if not before, it will be in order to build the balance of the new conduit line for the 4 1-6 miles from Richmond Mills to Hemlock Lake. The estimate of Mr. Tubbs, based on the extravagant prices paid the contractor for this part of the conduit are, of course, very high; but the committee believes that it is justified in assuming that the city will not repeat its original mistake and that the duplication can be made for not to exceed $300,000.

It will be seen that an expenditure of not to exceed $1,500,000, and possibly very considerably less, will give us the additional water that is imperatively required, at the earliest practicable date, and with the least possible expenditure of money, and will restore an adequate fire pressure; and your committee has no doubt that this is the general plan which the city should adopt and enter upon the prosecution of at the earliest practicable moment.

During the time in which the committee has been engaged in examination of the water works question many different lines of investigation have opened before it, and most, if not all, of these have been followed up sufficiently to justify the committee in stating that it believes that it has not ignored any suggestion which has been made, either by way of accounting for the present shortage of supply, or of suggested remedy. Through the kindness of the Chairman of the Common Council Investigating Committee appointed to consider the charges of dishonesty in the management of the water works, particularly with reference to the gate house and the valves on the conduit line, we were invited, and most of the members of your committee attended, the sessions of this investigating committee and availed themselves of the privilege, courteously extended by the Chairman, of interrogating witnesses under oath, and listening to all the testimony elicited, in addition to which the members of the committee have personally visited the reservoirs and the more important points traversed by the conduit line, the pumping station on the race, and have personally examined, without notice to the Executive Board, into the condition of a large number of blow-off's and valves. This is not said with any other object than to show that the conclusion to which the committee has arrived is only reached after what is believed to be a thorough and pains-taking examination and inquiry.

Very considerable attention has, also, been given to the question of metering services, and to the influence of water rates upon consumption, and your committee would have been glad to touch upon these questions in the report which has been presented to the Common Council, and would, undoubtedly, have done so, except for the reason stated above, and for the fact that it was thought wise to disencumber our recommendations in that paper of everything which might tend to obscure the real issue, which is between pumping and obtaining a supply by gravitation.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

We are of the opinion that however wise it may have been in view of the conditions obtaining when the works were completed, to offer inducements to citizens to take and use the water with freedom, the time has long since passed when the city can afford to deal with its water works system upon any other basis than that which regulates other business transactions.

The cost of the water delivered in the city mains is readily to be ascertained, and it is an obligation which cannot be evaded. So long as the water rates do not meet this obligation, the deficiency has to be met by a direct tax upon real estate, and the consumer, under the delusion that water is cheap, undoubtedly uses it with less care than he would exercise, if, instead of paying [illegible] directly as is now the case, he was brought to understand the value of water by seeing this fairly stated in his water bill.

It should not be forgotten that this suggestion does not involve any change in the amount of the taxes, but simply such a rearrangement of taxation as will educate the water consumer to a proper economy.

Should the city persist in its present policy, the constantly increasing use of water will soon exhaust the additional provision which it is now proposed to make, and there seems to be no good reason why, within a relatively short time, still greater provision involving further enormous outlays of money must not be made.

It has been suggested by some that the remedy for the present difficulty is not the building of additional works, but the metering of all services, and the reduction of the use of water to such limits as will render the present supply sufficient for some years to come. At the first suggestion this would seem to be very sound doctrine, but when submitted to the test of rigid criticism by the experts it was found that they were confident that no regulations that could be enforced would any more than enable us to tide over the time—about three years—which it would take to obtain more water. They say: "The larger cities have, with a few exceptions, made strenuous efforts during the last ten years to reduce the waste of water, though usually with indifferent or temporary success."

Then again, the cost of inspection and repair of meters in Rochester is more than twice that in any other city whose record is published and many times that of cities quoted as examples of economy in water management. Doubtless very many more meters should be used under new arrangements, reducing the cost of maintainance to a reasonable figure; and it is also true that without endangering the sanitary condition of the city, wise restrictions with regard to the use of wasteful plumbing appliances could and should be made.

Instead of restricting the use of Hemlock water to domestic purposes, as has been suggested, and so damaging many important business interests, would it not be wiser to supply the water actually required at a rate which should cover the actual cost to the city, and would not the fixing of such a rate do more than anything else that could be proposed to render every consumer more careful to prevent waste?

No thoughtful person can give any serious consideration to our municipal water works problem without being impressed with its complexity, and, while believing that the use of water in the city is increasing more rapidly than is necessary or desirable, we cannot doubt that the city has been sensibly influenced in its great prosperity and development during the past twelve or fourteen years, by the fact that it has had an abundant supply of water of exceptional purity.

While we have advised the procurement of an additional supply, we insist, not only on the importance of getting it in the cheapest way, that is by gravitation, but we urge that there seems to be no doubt that our city has reached a point in its development which renders it imperative that thoughtful discussion of all the economic questions involved in the management of its water supply should be undertaken and promptly acted upon by those who have it in their hands.

It has seemed proper to suggest certain lines of action to which it might be wise to give attention, and further than this the committee has not felt justified in going, confining itself in stating its conclusions to those matters upon which it has had the concurrent opinion and advice of experts thoroughly familiar with, and competent to deal with the questions submitted to them.

All of which is respectfully submitted.

WILLIAM H. GORSLINE,
WILLIAM S. KIMBALL,
JAMES E. BOOTH,
CLINTON ROGERS,
JAMES G. CUTLER,

A YEAR'S WORK.

REPORT OF SECRETARY J. Y. M'CLINTOCK.

Resume of the Second Year in the History of the Chamber of Commerce—Interesting Topics Ably Discussed.

Secretary J. Y. McClintock's annual report, which was read to the chamber of commerce last evening, contains many facts of interest to business men. It follows in full:

Mr. President and Gentlemen of the Chamber of Commerce:

I have the honor of presenting the following second annual report:

"The very fact of our attempting to improve the natural advantages of the city attracts attention abroad and causes money to come here for investment." Such was the assertion in last year's report.

During the past year foreign money has poured into this city in a great stream.

Outsiders appreciate the tremendous possibilities of this unsurpassed location for a great and prosperous city.

Confidence in our future is not confined to ourselves.

Look at these statements:

The three largest breweries have been sold to *English* capitalists for a vast sum, $3,700,000.

The Rochester Gas Company was sold to New York capitalists for $600,000 in cash. The [illegible] Company was sold to Pittsburg and Philadelphia capitalists for $2,175,000.

The Walter B. Duffy Cider Company was sold to New York and Chicago, combined with local capitalists.

The great establishment of H. H. Warner & Co. was sold to English capitalists for $3,500,000.

Agents of English capitalists have been trying to buy the flouring mills, with their water power.

All of the above properties were owned almost wholly in this city.

The New York Central Railroad has spent a large amount to accommodate its increasing business.

The Rochester & Pittsburg has extended its road to the lake at a cost of several hundred thousand dollars.

The Western New York & Pennsylvania railway has spent a large amount in building a new station and extending its freight facilities.

The Erie has but just completed its splendid improvements.

The Rome, Watertown & Ogdensburg railway has but lately spent enormous sums in extending and improving its freight and passenger facilities.

Our own people have put $200,000 into the new electric Railway to Charlotte, and $200,000 into the Glen Haven railroad to Irondequoit Bay.

The city is spending $300,000 for additional bridges over the Genesee River, made absolutely necessary by the growth of the city. One of these will be the most picturesque and beautiful bridge existing in any city in this country.

The city is spending $300,000 in public parks in such manner as to add still more to the all-pervading beauty and health of this city of homes as well as business.

What shows our confidence still further is that we have built nearly 1,400 new buildings this year, of which sixty-five are for business and manufacturing, thirteen flats, two school houses, seven churches, and 1,282 dwellings.

We shall see the millions of local capital which have been released this year invested in such manner as to increase the prosperity of Rochester.

The project of erecting a Chamber of Commerce building will be carried out on a scale worthy of us. It will be of the greatest benefit to this city. It will not meet a long-felt want. It is not a necessity, but it will put in the most effective form, an evidence of the enterprise and public spirit of our business men and of their faith in the future of Rochester. It will have an important influence upon all who come to visit us. It will convince all that we think well of ourselves.

It will have a most important effect in depressing the croakers who do not realize that we have outgrown the village. It will be profitable financially. Such is the opinion of the best judges of real estate.

Great good will result from the effort to unite all of our business men into common ownership of one splendid piece of real estate. This is no mean city.

R. G. Dun & Co. make the following estimate of the amount of the year's business in the six leading lines of trade out of the more than one hundred:

Dry goods	$9,575,000
Clothing	8,325,000
Boots and shoes	7,250,000
Groceries	4,900,000
Hardware	2,250,000
Nursery stock	2,830,000
Making a total of	$35,130,000

If we do our duty, these figures will look small a few years hence. Let us not forget that great projects do not go through of themselves. The saying of Wall street that big schemes are "man-killers" is a manner of expressing the fact that we cannot accomplish anything worthy of us without putting into it a portion of our very life.

A recent writer, speaking of Kansas City, which he claims the energy and sagacity of its people, instead of its natural advantages, have made into a metropolis, well says:

"It is not wealth, nor birth, nor state,
But get-up-and-get that makes men great."

WATER STORAGE.

This magnificent project of creating 30,000-horse power in the very heart of the city, has had an immense influence upon the future of Rochester. It has attracted attention all over the country, and has had the very best effect, in increasing confidence of capitalists in investments in this city.

It is a tangible and measurable advantage which this city has that makes cities, whose prosperity depends upon commercial activity alone, envious.

We can well afford to put our best and continued effort to carry through this project on the most comprehensive plan.

As stated in last year's report, the special committee arrived at the point where it was necessary to have detailed surveys and estimates made.

Senator McNaughton introduced a resolution, which was adopted by the Senate, asking the State Engineer to make an examination of the Genesee River as to the possibilities of storage reservoirs with necessary surveys and estimates. Under this resolution State Engineer Bogart has personally studied the river and has had a careful survey made of the whole gorge between Mount Morris and lower Portage Falls and has had the data available collected and examined by his assistants.

This work has cost several thousands of dollars and will be incorporated in Mr. Bogart's report to the coming Legislature.

After we have this report we will be in position to make another move forward.

NATURAL GAS.

This project has been of great service in advertising Rochester.

It has caused parties controlling hundreds of millions of capital to carefully investigate and [illegible] of this city.

It is a sound scheme, and is admitted to be the most beautiful natural gas project yet planned.

It means, for Rochester, [illegible] lighting [illegible] a cost of [illegible] 1,000 cubic feet, and [illegible] boilers such as those made by the Rochester Machine Tool Works, power will be obtained at a cost of 1 cent per horse power per hour.

It means doing away with the offensive manufacture of gas, both at the Municipal works on Canal street and the old works on Mumford street.

It means doing away with the unsightly holders on North St. Paul street and putting in their place great commercial buildings.

It means making available one of the grandest sites for a manufacturing concern that can be imagined.

The lot occupied now by the old gas works is in the very center of the city and almost at the brink of the upper falls, 96 feet high. The site is about 400 feet square, with broad streets on three sides, with the elevated main track of the New York Central just across the street from it. Five or six thousand horse power of water can be utilized upon it at the very smallest cost.

One effect of moving the gas manufacture from this lot and putting on it a manufacturing concern giving employment to several thousand hands will be to increase the value of neighboring property by a million of dollars at least. Your secretary being thoroughly impressed by the importance of this project has devoted a great deal of time to it. He has examined many times the gas fields in Western New York and Pennsylvania and surveyed lines for pipes from the gas fields to Rochester and spent much time with capitalists in Pittsburg, Philadelphia, New York and Boston.

The parties interested had at one time under control by contract the three manufacturing gas companies of Rochester, the Natural Gas Company which supplies Honeoye Falls and West Bloomfield from the wells in Bloomfield and the Natural Gas Company which supplies the village at Honeoye lake, also an immense territory in Pennsylvania including fully 30,000 acres of as good gas lands as there are in that state, with five wells already drilled which show enormous volume and with pressure sufficient to drive the gas to Rochester in vast quantities.

Negotiations were in progress for the gas works at Warsaw and for a franchise for pipes in Mt. Morris.

A company is organized under the laws of New York to build the pipe line in New York state.

Another company is organized to build the pipe line in Pennsylvania.

Another company is organized to work under the natural gas franchise in the city of Rochester, and another company is organized under the laws of Pennsylvania to control all of the other companies mentioned. A large amount of money has been spent, and although many things have occurred to delay the completion of the scheme, yet there is reason to believe that in the near future the plans will be carried out.

VINEGAR FACTORY.

C. H. Gould, a bright energetic man, came here from Lowell, Mass., to establish, if the requisite capital could be obtained, a vinegar factory. After looking the locality over carefully he decided to buy out the Walter B. Duffy Cider Company and put with it his company, which controls the most perfect process for making pure cider vinegar. He came before the committee on Promotion of Trade and stated his case. A committee consisting of Messrs. Michaels, Kimball, Fee, Mackie, Hough and J. D. Chamberlin being appointed visited the Duffy works. They were unanimously of the opinion that the business was most promising and that this city offered the most advantageous location for a vinegar factory. A stock subscription was started and parties with large capital were interested so that the scheme was carried through. This is destined to be one of the largest and most important manufacturing concerns in the city.

TANNING CALF SKINS.

Mr. G. N. Crosby came here from Antwerp, Jefferson county, to try to establish a company for curing calf skins with the hair on, by a secret process so that they will be available for manufacturers of garments and robes. Although we did not succeed in securing the required capital for him, he has shown commendable pluck by starting in on his own account. He is doing well and has founded a business that is destined to be of great importance.

WATCH FACTORY.

It was determined after a great deal of correspondence and labor and a committee had been sent to examine the watch factories in the East and discuss the subject with the jobbers, that a watch factory could be made successful here and would be of great benefit to the city.

It was decided that the company should not have less than $350,000 capital.

The amount required was so large that although a determined effort has been made, it has not yet been possible to secure enough subscriptions to the stock.

SALT WORKS.

The project of establishing an extensive salt works is in abeyance because of the failure to carry through the North American Salt Union. It is believed that that combination of salt producers will yet be made in the near future and it will certainly benefit Rochester.

ROLLING MILL.

Mr. J. Hildreth, who has been engaged in the business for eighteen years, proposes to establish a mill for the manufacture of merchant bar iron in Rochester or its immediate neighborhood. The capacity of the mill will be from seven to ten thousand tons of bar iron per year—using 1,200 tons of iron ore—3,000 tons of pig iron, 4,000 tons of scrap iron, and 15,000 tons of coal. Employment will be given to 150 men, which means support for 1,000 people. The company will have a capital of $225,000, of which $135,000 will be in the manufacturing plant. There is no one in the state better able to make a success of the company than Mr. Hildreth [illegible] merchant bar iron can be [illegible] cheaply as at Pittsburg. [illegible] per ton more here [illegible] [illegible] dling, which costs $5.50 per ton in Pittsburg will cost $3.25 per ton here. Scrap iron and iron ore are much cheaper. Pig iron is about same price, and the 7,000 tons of bar iron, when finished, is nearer to a market, which will absorb it by from $1 to $2 per ton in freight.

This business is more stable than are most of the iron manufactures. The price of bar iron does not fluctuate like that of pig iron. The demand for best quality bar iron is increasing rapidly. Steel cannot replace it. The business will be profitable as the margin is broad.

We have put a good deal of work in this project. The subscriptions to stock of the company have been started; $35,000 has been subscribed and a large amount more has been pledged.

SOUTH AMERICAN TRADE.

The committee on Promotion of Trade instructed your secretary to collect information as to freight facilities and trade possibilities with South America. After correspondence with the Departments of State and Interior, and with various Chambers of Commerce and the collection of a great mass of printed matter on the subject, the conclusion was arrived at that the best way to secure the kind of information we wanted would be through the delegates attending the Congress of the three Americas. When the itinerary for their trip through this country was being arranged none of us supposed that they would go through Rochester without stopping. It was only a few days before they started that we learned the fact. An invitation was then forwarded to them through the State Department, of which no notice was taken. Later, at the suggestion of Mr. Erastus Wiman we sent a joint invitation with the Mayor to the agent of the State Department, William E. Curtis, at Portland, to which no attention was paid. Senator McNaughton and your secretary then intercepted them at New Haven. Our pleading was of no avail even in securing a stop of only a couple of hours. The Chamber of Commerce of New Haven treated us splendidly as representatives from Rochester, and we banqueted with the delegates. When the special train bearing them came, a large delegation of the chamber met them at Syracuse and rode with them to Rochester. Upon their arrival here they were serenaded while the train stopped by the Fifty-fourth Regiment Band, which was engaged by the Chamber. This was more effective than speeches and had a pleasant effect upon them.

On the invitation of Mr. Erastus Wiman, Hon. Charles S. Baker, Mr. Kelley and your secretary spent Sunday at Niagara Falls with the delegates and came with them to Buffalo upon Monday. At Pittsburg your secretary was made one of the Chamber of Commerce reception committee and was with them again for two days.

As a result of the information obtained in these various meetings with the delegates individually, it was determined to invite to come here men who had a definitely formed plan for increasing trade in detail in South America. E. M. Acevado came here and was brought in contact with all of our manufacturers interested. His plan is to establish a large centrally located store for the display of samples in Buenos Ayres as a branch of the New York commission house of F. G. Pierra & Co., and to confine his efforts to Argentina and Uruguay. He made contracts with six or eight of our manufacturers.

Alberto Falcon, of Peru, who was with the Pan-American delegates as Peruvian secretary, came here and made an address at a general meeting of the association on the subject. His plan is for the manufacturers to co-operate with a New York commission house, W. R. Grace & Co., in sending commercial travelers with samples to all the countries of the West coast. The goods which are ordered are to go through the New York house. He made arrangements with some of our manufacturers.

There seems to be no doubt but that Rochester manufacturers could build up a profitable trade in South America, even in competition with Europe.

A. Bonn, of the Export Almanac Company of New York, also addressed the Chamber on the same subject.

COMMERCIAL UNION.

The Chamber adopted resolutions favoring the project which has resulted in the congress of the three Americas, and inaugurating measures which will result in giving ing direct and ample means of communication with the countries south of us, and eventually bring about complete reciprocity and commercial union between all the nations and peoples of the Western Hemisphere.

OUR MERCHANT MARINE

was made the subject for consideration November 11th. Charles S. Hill, of Washington, made an address upon the subject.

The Chamber adopted a resolution in favor of the methods to be employed for the restoration of our ocean trade, as embraced in what has been popularly known as the "Tonnage Bill," applying alike to steam and sail vessels engaged in foreign commerce. The bill referred to allows a subsidy of thirty cents per ton for every thousand miles sailed.

MANUFACTURES AND PROMOTION OF TRADE.

In addition to the manufacturing projects mentioned in detail, much time and work have been expended upon many other manufacturing concerns, in attempts to interest capital both at home and abroad in new concerns, and in concerns now here which are hampered for want of additional capital. Generally all that has been attempted is to bring the right parties together—that is, those having money to invest and those wanting money. In most of these cases it is impossible to state how much in dollars our efforts have accomplished. It is sure that this work has largely benefited a great many.

Among the business undertakings before us in this manner may be mentioned the following: Manufacturing of candy, horse collars, etc., cast iron pipes, two different fire escapes, elevators, doors and traps, elevator gates and appliances, electrical [illegible], extension fire ladders, bicycles, [illegible], sashes and doors, bottles, lamp [illegible] balances, platform scale [illegible] and artistic ironwork, shoe [illegible], harvesters and binders, [illegible] pails and tubs, photograph albums, wood-working machinery, wheels, perfumery, repair rubber top heels and shanks, carriages, word and counting tables, and aluminium.

Mr. E. D. F. Shelton proposed to establish in New York city an agency to represent a number of cities for the purpose of securing manufacturers to be located in them, each city represented to pay $500 per year and a percentage of value of manufacturing plants induced to locate. The committee invited Mr. Shelton to come and discuss the question with them, but nothing has come of it.

RAILROADS AND TRANSPORTATION.

A committee attended a meeting at Albion of representatives from Brockport, Medina, Albion and Lockport and other places along the Niagara Falls road, to see what could be done toward inducing the New York, Lake Erie & Western railroad to extend their road from Lockport to Rochester along the north side of the New York Central. Maps had been prepared and it was shown that it would be a comparatively easy line to build. Statistics were given to show that the line would secure a large and increasing amount of business. Five hundred thousand tons of Medina stone alone were moved away last year.

The meeting adjourned to meet again.

The matter of asking the Pennsylvania railroad to extend the Northern Central from Canandaigua to this city, a distance of twenty-nine miles, was the subject of discussion at a full meeting of the standing committee. Colonel E. B. Parsons, a director in the road, was present and agreed to co-operate with the committee of the Chamber and to secure an interview with the managers of the Pennsylvania road for the purpose of making the effort to bring about this desirable object. A committee was appointed, with John Fahy chairman, to have such conference, and they have not yet reported.

The switch connection between the New York, Lake Erie & Western and the Western New York & Pennsylvania was completed, giving practically a belt line around the city, connecting all roads and enabling shippers to transfer car loads without rehandling. This much-needed improvement was brought about by the standing committee.

The standing committee has been in communication with the members of the New York Central during nearly the whole year, trying to secure better sleeping car service between Rochester and eastern and western points. We have not secured all we are entitled to. Although the new train leaving here in the afternoon makes it very much better and easier to secure accommodations for the West, we have not yet been able to secure what we need for sleeping car accommodations going east.

In November the committee had an important meeting with the New York Central officials in regard to delays on east bound shipments. Notices had been sent to our leading shippers asking for details of cases where serious delays had occurred, and a very large number of answers were received, showing serious and aggravating delays on east and south bound freight. Mr. Hayden of the Central stated that much of the delay was caused by the unusual and unprecedented amount of freight that was being handled by all of the railroads this year, and promised that each case should be looked into, and all of the papers have been sent to him.

The improvements in the New York Central passenger station, which the committee urged, have been completed, including a lunch room, package room, moving the ticket office to the waiting rooms, moving toilet rooms to less conspicuous locations, making new outside entrance, etc.

The attention of the managers of the West Shore railway has been called to the fact that their morning train which arrives here at 7:20 A. M. was too early to accommodate people who wished to come here and do trading and return the same day. As a result of correspondence on this matter, they have arranged to have the train which arrives at 11:25 A. M. stop at all stations west of here. This will be a material help to us.

The committee had a conference with the parties interested in the Bay railroad in relation to the order of the Railroad Commissioners requiring trains to be run during the winter. No action resulted.

Through the efforts of the committee a foot bridge has been built from Central avenue along the face of the West abutment of the New York Central bridge over the Genesee river to the end of Center street. This is a much needed improvement as is shown by the statement that it is used by more than one thousand persons per day.

PUBLIC IMPROVEMENTS.

The subject of street improvements was considered by the standing committees, but no definite conclusion was arrived at. A new committee on sanitary protection of the watershed of Hemlock Lake was appointed, with A. S. Hamilton chairman. This committee made two visits to the lake, once in July and again in September. They examined all of the buildings about the lake. They had several meetings and made two valuable reports, which are appended hereto. The reports of the committee were received and the committee continued.

ADDITIONAL WATER SUPPLY.

The experts, Messrs. A. Fteley and J. T Fanning, who had been employed by the chamber, and who did not approve of the pumping plan of Mr. Tubbs, while recommending that further examinations should be made, were employed by the city to make the further examinations. Your secretary assisted in this work of the experts. A bill was prepared in the city attorney's office, to present to the Legislature, but not approved by the Common Council, enabling the city to bond itself for $1,500,000. This bill was prepared before the report of the experts was received and did not specify how the work should be done. The Chamber adopted a resolution expressing the opinion that another conduit should not be built from Hemlock Lake until it has been determined that the supply now received will not be sufficient to meet the present requirements, provided the water is not extravagantly wasted. The bill was killed in Albany. The joint committee of the Common Council and Chamber of Commerce, with Alderman Kohlmetz chairman, has been continued through this year. They recommend an additional supply of 15,000,000 gallons per day by an all gravity line.

Mr. Tubbs abandoned his original scheme for pumping all of the additional supply and substituted a new plan of securing a portion by gravity and pumping the balance.

Another Common Council committee, of which Alderman Kelly is chairman, recommend the pumping plan of Mr. Tubbs.

Another Council committee, with Alderman Selye as chairman, has recommended metering the water and not get any additional supply.

The Council has referred the reports of the three committees to a committee including the members of all three committees with Alderman Kohlmetz as chairman.

This combined committee includes eleven aldermen and the five members of the Chamber who were in the joint committee.

This committee of five have given a great deal of time and put in a vast amount of hard work on this subject. Their report in detail is attached hereto.

EAST SIDE SEWER.

A bill for bonding the city for $1,000,000 for building the East Side intercepting sewer was prepared and submitted to the last Legislature, but was killed.

An association of East Side taxpayers has been formed to look after the interests of the city and especially of the taxpayers on the east side of the river.

EXPERT FUND.

The committee, with H. C. Brewster chairman, appointed to raise money for the employment of experts to assist in examination of the three great projects—water storage, East Side sewer, and additional water supply—secured subscriptions for $1,375. Of this amount $1,144.09 have been expended, $130.91 is in the hands of the treasurer, and the other $100 is collectable when needed.

STATISTICS AND PUBLICATION.

The only book issued by the Chamber was its first annual report, a pamphlet of 44 pages, with president's address, secretary's report and by-laws, together with a list of members and committees.

The Standing Committee held several meetings to consider the advisability of collecting statistics and issuing some kind of publication; also to arrange for the proper showing of Rochester in the Eleventh United States Census

His Honor, Mayor Parsons, brought to the attention of the Chamber the advantage of having the social statistics of Rochester properly presented in the coming census, and showed the difficulty of his attempting to answer the questions, and requested that the Chamber employ some person to collect and arrange this information in the required form. The Board instructed the Standing Committee to take the matter in charge.

Your Secretary was instructed to assist the Mayor.

ADVERTISING ROCHESTER.

Last year considerable was done in the way of issuing books and pamphlets. This coming year it will be well to issue an illustrated book, treating of all the [illegible] manufactures, as well as the social advantages. The statistics to be collected for the Eleventh United States Census will make the proper foundation.

Several meritorious plans have been suggested for bringing the manufactures of Rochester to the attention of the country. One plan is to make a display of our goods at Washington while the Congress of the three Americas is in session. Senator McNaughton advocates this plan. Another plan is to employ a suitable man to take charge of a permanent display and to arrange to show it as a whole at the great fairs in different parts of the country—for instance, Boston, New York, Chicago, St. Louis, Cincinnati, New Orleans and Atlanta. The expense in this way would be small to each manufacturer. The citizens at large could well afford to assist in maintaining such a display.

Still another plan, and the most modern, is to combine our display with that of other cities and states and put the whole business on wheels, and move it around the country like Barnum's circus. It would be a noticeable event in any city to have sixty or seventy cars loaded with such displays arrive.

Several communities have already tried this, for instance Utah, California and Florida. In some cases spending $50,000, in sending one car all over the country. The difficulty with this is that the display is not important enough to attract attention.

A Massachusetts man is organizing a company for the purpose of maintaining a permanent exhibition on wheels.

It will be a horse show, cattle show, mineral show, agricultural show and manufacturers' display.

Any city or county or state may fit up its car to suit its own ideas and send a man to show it off well. The only expense beyond furnishing the display is the maintenance of the man sent with it.

LEGISLATION.

The Chamber advocated reduction of letter postage to one cent per ounce, and asking the President to recommend it in his message, and also asking the Post-master General to recommend it in his annual report. Also asking our Senator and Representatives to favor it.

Endorsed the "Torrey Bill" which provides for a national bankrupt law, and asked our Senators and Representatives to vote for the passage of the bill.

Declined to take any action on bill making Saturdays in June, July, August and September legal holidays.

Endorsed the bill to create a naval militia.

Endorsed a bill before the Legislature limiting charges for telephones to $6 per month in cities of 500,000 and over, and to $3 per month in cities of less than 500,000.

Opposed the "dressed beef" bill, as it would practically prohibit the importation of Western dressed beef into this state.

Opposed the passage of any law repealing the "conspiracy act."

Favored the passage of a judicious national anti-adulteration law.

Favored demanding early action by Con-

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gress to reduce our present revenues in a way which will least embarrass existing industries.

Favored the organization of a naval reserve for the United States.

Favored the abolition of the tax on alcohol used in the arts.

Favored commercial relations with Canada upon broad and comprehensive principles of reciprocity.

THE ELEVATOR LAW.

Many owners of buildings with elevators were in doubt as to what were the legal requirements under the factory inspector act in relation to elevators.

Through Senator McNaughton an opinion was obtained from Attorney-General Tabor.

The Standing Committee was instructed by the Board of Trustees to prepare a bill for a law compelling traders to show who their principals are when they are doing business as agents.

MUNICIPAL REFORM.

A special meeting of the Chamber of Commerce was held on January 3rd to consider this subject. Elaborate and able papers were presented by President Warner, John Fahy, Henry Lomb and John Bower. The papers were referred to the Board of Trustees, and after being generally discussed the matter was dropped.

POSTAL FACILITIES, TELEGRAPHY AND INSURANCE.

The committee held several meetings during the year and considered especially the subject of securing a reduction in the rates for fire insurance in Rochester.

A conference was held with a committee from the Board of Underwriters and the following letter received:

ROCHESTER, N. Y., Nov. 20, 1889.

William C. Barry, Esq., Chairman of the Chamber of Commerce Committee on Insurance:

DEAR SIR: Referring to a recent conference between members of your committee and a committee from the Board of Underwriters, with reference to rates charged for insurance in our city, and your request that we make a statement regarding them, I am instructed by the Board of Underwriters to advise you that the present rates in Rochester are lower than in most cities and will compare favorably with those charged in other cities equally well protected. Also, that many of our large risks are rated by a schedule standard, whereby charges are made for any defects found, and a corresponding allowance made for their improvement. This is conceded to be a most equitable system of rating, and because of it insurers practically make their own rate, as it is a well-known fact that the Board of Underwriters welcome an improvement in all risks and make concessions in rates accordingly.

Respectfully submitted,
SELDEN PAGE, Secretary.

The committee reported the following resolution, which was adopted by the Board of Trustees:

In view of the disastrous conflagrations which have occurred during the past year, in various parts of the country, the Board of Trustees of the Chamber of Commerce are of the opinion that the danger of fire may be greatly diminished by a thorough and systematic inspection of buildings and premises, and suggest and recommend to the Board of Underwriters of this city that means be taken as soon as possible to organize and maintain such an inspection, after the most approved methods, believing that in this way effective safeguards can be provided which will ultimately result in a reduction of rates and greatly add to the security of life and property.

NATIONAL BOARD OF TRADE.

S. B. Roby and J. Y. McClintock attended as your delegates the meeting of the National Board of Trade at Louisville. Mr. Roby was elected a vice-president of the board. About seventy delegates were present, representing nearly all of the large cities of the country. The questions acted upon were all of national importance.

The board is very conservative. It is pretty certain that before a proposition can be endorsed by such a body, all of the political significance has been squeezed out of it. It is undoubtedly true that, as far as they go, the opinions of the National Board of Trade have more weight with legislators than the opinion of any other commercial body in the country.

Although it is not deemed expedient to expand this report with an account of their action, it is proper to say that the trip to Louisville was, for the delegates, very instructive and delightful, and will result in benefit to your association.

MILITIA.

The Chamber adopted a resolution that it is desirable and necessary that the force of State troops in this city should be increased to at least a battalion, that it heartily approves and will support in every way the effort to accomplish that purpose.

The following committee was asked to proceed at once to recruit one company of infantry to be submitted for acceptance to State headquarters: H. S. Greenleaf, George F. Loder, Haywood Hawkes, Judson Hess, C. H. Amsden, S. S. Eddy and G. F. Warren. Conference was had with Senator McNaughton as to means of securing the company. The company has been recruited but has not yet been accepted by the State.

JOHNSTOWN FLOOD.

The Chamber appointed the following committee: W. S. Kimball, H. B. Hathaway, S. B. Roby, P. Cox and your secretary to collect money for the benefit of the sufferers by the Johnstown, Pa., flood. Two thousand and twenty-five dollars was collected and paid to the treasurer of the Red Cross Society to be expended by it. About $14,000 was raised in Rochester for this purpose.

The Chamber invited the General Division of the Order of Railway Conductors to hold its annual meeting in May, 1890, in Rochester. A circular and copy of "Rochester Illustrated" was sent to each of its 240 delegates.

Mr. John M. Ives addressed the Chamber upon his experience in Australia.

The second annual banquet on January 22d, 1889, was a success. There were 219 members and guests present. President Kimball presided. Hon. Theodore Bacon was toastmaster. Speeches were made [illegible] "Chamber of Commerce;" Hon. William [illegible]; "The Bench;" Hon. William F. Cogswell, "The Bar;" Rev. William R. Taylor, "The Clergy;" Hon. Charles E. Fitch, "The Press;" Mr. William C. Barry, "The City of Flowers;" [illegible] J. [illegible] [illegible] Mr. [illegible] H. Stedman [illegible] Poet.

L. P. ROSS.

PRESIDENT OF THE CHAMBER OF COMMERCE.

Unanimously Chosen — His Address of Thanks—Other Officers Elected—Valuable Reports Presented—A Long Meeting.

The annual meeting of the chamber of commerce was held last evening. As might be expected from the importance of the gathering a much larger number of members than usual was in attendance. There was a tendency to break up into small groups for electioneering purposes and considerable time was spent in this way. It was not until 8:20 P. M. that the meeting was called to order. Secretary McClintock gave the desk a smart rap with the gavel and then Vice-president H. C. Brewster took the chair in the absence of William S. Kimball.

The roll call was, as usual, omitted and then Secretary McClintock read the minutes of the December meeting. At half past eight o'clock the secretary commenced the reading of his annual report, which is given in full in another part of this paper. The instructive and interesting report was listened to attentively by the members of the chamber. It included a comprehensive summary of the work of the chamber during the year. On motion of John Fahy the report was accepted and ordered published.

Treasurer H. B. Hathaway then presented his report of the funds of the chamber for the year ending December 31, 1889. The amount in the general fund on that day was $194.53, and in the expert fund, $130.91. The cash in the hands of the secretary amounted to $70, and the total balance on hand was $395.44.

The report of the chamber of commerce members of the joint committee on the additional water supply was read by the chairman, James G. Cutler. It is given in full elsewhere in this paper. The report was greeted with hearty applause.

A. S. Hamilton spoke of the excellent work done by the committee. He moved that the report be accepted and the committee continued, also that the thanks of the chamber be extended to the committee. The motion was carried.

T. B. Griffith, from the building committee, stated that his committee was not prepared to report as yet. He said that if the scheme met with the hearty approval of the chamber the money for the building could be easily secured.

At half past nine o'clock it was announced that the election of officers was in order. On motion of W. V. Ranger, three tellers were appointed. Vice-president Brewster selected Charles P. Ford, John M. Ives and Charles H. Babcock as such officers. A motion made by F. J. Amsden to takk a recess during the counting of the ballots was lost.

It was voted that a ballot be taken for president first. H. C. Brewster said that at the present time he could not permit the use of his name. He was in favor of the selection of L. P. Ross. He also stated that D. M. Hough had instructed him to withdraw his name. A. S. Hamilton also withdrew and seconded the nomination of Mr. Ross. George H. Newell also declined to be a candidate in a few fitting words. Then, on motion of H. S. Mackie, the secretary cast one ballot for Lewis P. Ross. He was declared elected amid applause and was called to the platform by the presiding officer. Mr. Ross said:

"It would be a dull man indeed who could be insensible to such an honor as you have conferred upon me in choosing me to be your presiding officer for the coming year. When I consider the kindly manner and the unanimity of your choice; when I consider that you represent all the great business interests of our city; when I consider that you are the men who have made, and to-day are making, the name of Rochester a household word from Maine to California, from St. Paul to New Orleans, and that you are the men who have made, and are to-day making, the name 'Rochester,' stamped on any article of your manufacture, a positive assurance that it contains all that is best in style and quality and all that is best in value for the consumer; when I consider that your brains and energy and accumulated wealth have made, and to-day are making, our city with all its institutions of learning, with all its noble charities, one of the first and foremost cities in the land; when I consider all this, I realize that the honor you confer is one that any man may feel proud to receive and accept with grateful thanks.

"One of my friends said to me recently that this coming year is to be the pivotal year of the chamber of commerce, that upon its management this year depends its ultimate success or failure. I do not think so. I think this is to be the third successful year of our continuous existence. Our chamber of commerce has come to stay. It is founded, not in the interest of any man or set of men, but to subserve, foster and maintain all the interests which [illegible] the general good of the whole city. It does not depend for success upon your president. It does not depend for success upon your secretary, although he is and has been a most important factor [illegible] But it depends for its success on the earnest [illegible] of each and every member working together for the general good. Gentlemen, to make it a continuous success, I pledge you my best efforts and ask your hearty co-operation. I thank you most sincerely for this honor conferred upon me and am glad to accept it."

A ballot for three vice-presidents was then taken. Isaac Wile withdrew his name as a candidate. The ballot resulted in the choice of H. C. Brewster for first vice-president, William C. Barry for second vice-president and Arthur S. Hamilton for third vice-president. Of the 263 votes cast for the several candidates, each member naming three gentlemen, Mr. Brewster received 48, Mr. Barry 40 and Mr. Hamilton 36. The remainder of the ballot was not announced. Mr. Brewster returned his thanks for his re-election as first vice-president.

It was ten minutes after ten o'clock when the ballots for trustees were collected. A recess was then taken and the members adjourned to the adjoining room where a lunch had been prepared. Then a long time was spent in conversation while the tellers and their assistants counted the ballots for trustees. Each member selected 35 trustees, 55 names appearing on the ballot. It was not until 11:40 P. M. that the tellers concluded their labors. Before the result was announced the thanks of the association were tendered to the retiring president, William S. Kimball, on motion of John Fahy. The executive committee was instructed to report an account of the receipts and disbursements of the chamber during the past year.

Charles P. Ford then read the following list of trustees elected: L. P. Ross, H. C. Brewster, W. C. Barry, A. S. Hamilton, Henry Michaels, H. B. Hathaway, F. J. Amsden, A. M. Lindsay, Frederick Cook, D. M. Hough, E. T. Curtis, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Myers, W. H. Gorsline, J. F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates, S. G. Curtice.

The chamber adjourned at ten minutes before twelve o'clock.

Democrat and Chronicle

JANUARY 14, 1890.

—Edwin Darling, superintendent of the Pawtucket water works, will lecture on "Economy, in the Use of Water Meters," to-morrow evening at 8 o'clock in either the City Hall or Council Chamber.

L. P. ROSS IS PRESIDENT

Selected as Mr. Kimball's Successor by Chamber of Commerce.

ANOTHER WATER REPORT

Secretary McClintock's Comprehensive Statement of the Past Years' Work—Vice-Presidents and Trustees Elected—Bright Prospects

A finer looking body of business men it would be difficult to get together in a city of 130,000 inhabitants than took seats in the Chamber of Commerce assembly room at 8:20 o'clock last night. Vice-President Brewster wielded the gavel that called the gentlemen to order, President Kimball being necessarily absent. There were fully 150 members of the chamber present, and a large number of visitors were in attendance.

The roll call being dispensed with, Secretary McClintock read the report of the last meeting, and then the report of the officers for the past year being taken up the Secretary presented his third annual report which reviews in an able manner, not only the results of the organized efforts of the business men of the city, but gives a comprehensive statement of the various business ventures, changes, and the work accomplished by the city's wealth, during the past year. The Secretary was listened to with marked attention by the members during the reading of the report, and at the close of the meeting he was universally complimented on its able character and comprehensiveness. The report is given below in full:

Election of Officers.

The matter of electing officers for the ensuing year was next brought up and C. P. Ford, John M. Ives and C. H. Babcock, were appointed tellers. Their services were not needed to count the tickets for president, for though there were five gentlemen named for the place by the nominating committee the secretary cast the electing ballot. H. C. Brewster thanked the committee for naming him, but stated it would be impossible for him to serve if elected.

"My first choice for [illegible] is L. P. Ross," said he, [illegible] which greeted his words [illegible] that others were of the like opinion. D. M. Hough's name was with[illegible] Arthur S. Hamil[illegible] the other [illegible] the [illegible] making the motion which enabled the secretary to cast the ballot. Mr. Ross was called on and spoke as follows:

"It would be a dull man indeed who could be insensible to such an honor as you have conferred upon me in choosing me to be your presiding officer for the coming year. When I consider the kindly manner and the unanimity of your choice, when I consider that you represent all the great business interests of our city, when I consider that you are the men who have made and to-day are making the name of Rochester a household word from Maine to California—from St. Paul to New Orleans and that you are the men who have made and are to-day making the name "Rochester" stamped on any article of your manufacture, a positive assurance that it contains all that is best in style and quality and all that is best in values for the consumer. When I consider that your brains and energy and accumulated wealth have made and to-day are making our city with all its varied industries, with all of its institutions of learning, with all its noble charities—one of the first and foremost cities in the land, when I consider all this, I realize that the honor you confer is one that any man may feel proud to receive and accept with grateful thanks. One of my friends said to me recently this coming year is to be the pivotal year of the Chamber of Commerce. Upon its management this year depends its ultimate success or failure. I do not think so. I think this is to be the third successful year of its continuous existence. Our Chamber of Commerce has come to stay. It is founded not in the interest of any man or set of men—but to subserve, foster and maintain all the interests which make for the general good of the whole city. It does not depend for success upon your president. It does not depend for success upon your secretary, although he is and has been a most important factor in our welfare. But it depends for its success on the earnest effort of each and every member working together for the general good. Gentlemen, to make it a continuous success I pledge you my best efforts and ask your hearty co-operation. I thank you most sincerely for this honor conferred upon me and am glad to accept it."

Mr. Ross is well qualified to be at the head of such a body of representative business men, for though but 45 years old, he has long been recognized for his good judgment and business capacity, and has ever been universally regarded for his uprightness. Mr. Ross was born near Mt. Morris, Livingston county, and in 1861 as a boy came to the city to begin an active business career. In 1865 he formed a partnership with W. P. Grant, by whom he had been employed. He has been a resident of the city ever since, and has successfully carried on the manufacture of shoes. Mr. Ross is president of the Board of Trustees of Plymouth Church. He has never held an elective office, but for some time he was a member of the local Civil Service Board.

Isaac Wile withdrew his name from the list of vice-presidents, leaving fourteen names in the list. H. C. Brewster received 48 votes, and Arthur S. Hamilton 36 and these gentlemen were declared the vice-presidents.

The work of counting the ballots cast for the Board of Directors consumed fully two hours and while the tellers were performing these duties a recess was taken and the members enjoyed a lunch set in the committee room. The following were chosen trustees: Henry Michaels, H. C. Brewster, H. B. Hathaway, F. J. Amsden, A. M. Lindsay, Frederick Cook, D. M. Hough, L. P. Ross, E. T. Curtis, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, W. C. Barry, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, A. S. Hamilton, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Myers, William H. Gorsline, John F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates and S. G. Curtice.

The secretary and treasurer are elected by the executive committee. There is no doubt but that J. Y. McClintock and H. B. Hathaway, the present efficient secretary and treasurer, will be re-elected.

The chamber extended a vote of thanks to the retiring president, W. S. Kimball, and the third annual meeting adjourned at just ten minutes to midnight.

Secretary McClintock's Report.

Mr. President and Gentlemen of the Chamber of Commerce:

I have the honor of presenting the following second annual report:

"The very fact of our attempting to improve the natural advantages of the city attracts attention abroad and causes money to come here for investment." Such was the assertion in last year's report.

During the past year foreign money has poured into this city in a great stream.

Outsiders appreciate the tremendous possibilities of this unsurpassed location for a great and prosperous city.

Confidence in our future is not confined to ourselves.

Look at these statements:

The three largest breweries have been sold to *English* capitalists for a vast sum, $3,700,000.

The Rochester Gas Company was sold to *New York* capitalists for $600,000 in cash.

The Horse Car Company was sold to *Pittsburg* and *Philadelphia* capitalists for $3,175,000.

The Walter B. Duffy Cider Company was sold to New York and Chicago, combined with local capitalists.

The great establishment of H. H. Warner & Co. was sold to English capitalists for $3,500,000.

Agents of English capitalists have been trying to buy the flouring mills, with their water [illegible]

All [illegible] properties were owned [illegible] city.

[illegible] Railroad has spent [illegible] accommodate its increas[illegible]

[illegible] burg has extended [illegible] of several hun[illegible] [illegible] New York & Pennsylvania railway has spent a large amount in building a new station and extending its freight facilities.

The Erie has but just completed its splendid improvements.

The Rome, Watertown & Ogdensburg railway has but lately spent enormous sums in extending and improving its freight and passenger facilities.

Our own people have put $200,000 into the new electric Railway to Charlotte, and $200,000 into the Glen Haven railroad to Irondequoit Bay.

The city is spending $300,000 for additional bridges over the Genesee River, made absolutely necessary by the growth of the city. One of these will be the most picturesque and beautiful bridge existing in any city in this country.

The city is spending $300,000 in public parks in such manner as to add still more to the all-pervading beauty and health of this city of homes as well as business.

What shows our confidence still further is that we have built nearly 1,400 new buildings this year, of which sixty-five are for business and manufacturing, thirteen flats, two school houses, seven churches, and 1,282 dwellings.

We shall see the millions of local capital which have been released this year invested in such manner as to increase the prosperity of Rochester.

The project of erecting a Chamber of Commerce building will be carried out on a scale worthy of us. It will be of the greatest benefit to this city. It will not meet a long-felt want. It is not a necessity, but it will put in the most effective form, an evidence of the enterprise and public spirit of our business men and of their faith in the future of Rochester. It will have an important influence upon all who come to visit us. It will convince all that we think well of ourselves.

It will have a most important effect in depressing the croakers who do not realize that we have outgrown the village. It will be profitable financially. Such is the opinion of the best judges of real estate.

Great good will result from the effort to unite all of our business men into common ownership of one splendid piece of real estate. This is no mean city.

R. G. Dun & Co. make the following estimate of the amount of the year's business in the six leading lines of trade out of the more than one hundred:

Dry goods	$9,575,000
Clothing	8,325,000
Boots and shoes	7,250,000
Groceries	4,900,000
Hardware	2,250,000
Nursery stock	2,820,000
Making a total of	$35,120,000

If we do our duty, these figures will look small a few years hence. Let us not forget that great projects do not go through of themselves. The saying of Wall street that big schemes are "man-killers" is a manner of expressing the fact that we cannot accomplish anything worthy of us without putting into it a portion of our very life.

A recent writer, speaking of Kansas City, which he claims the energy and sagacity of its people, instead of its natural advantages, have made into a metropolis, well says:

"It is not wealth, nor birth, nor state,
But get-up-and-get that makes men great."

WATER STORAGE.

This magnificent project of creating 30,000-horse power in the very heart of the city, has had an immense influence upon the future of Rochester. It has attracted attention all over the country, and has had the very best effect, in increasing confidence of capitalists in investments in this city.

It is a tangible and measurable advantage which this city has that makes cities, whose prosperity depends upon commercial activity alone, envious.

We can well afford to put our best and continued effort to carry through this project on the most comprehensive plan.

As stated in last year's report, the special committee arrived at the point where it was necessary to have detailed surveys and estimates made.

Senator McNaughton introduced a resolution, which was adopted by the Senate, asking the State Engineer to make an examination of the Genesee River as to the possibilities of storage reservoirs with necessary surveys and estimates. Under this resolution State Engineer Bogart has personally studied the river and has had a careful survey made of the whole gorge between Mount Morris and lower Portage Falls and has had the data available collected and examined by his assistants.

This work has cost several thousands of dollars and will be incorporated in Mr. Bogart's report to the coming Legislature.

After we have this report we will be in position to make another move forward.

NATURAL GAS.

This project has been of great service in advertising Rochester.

It has caused parties controlling hundreds of millions of capital to carefully investigate and become acquainted with the possibilities of this city.

It is a sound scheme, and is admitted to be the most beautiful natural gas project yet planned.

It means for Rochester, gas that may be used for heating or lighting at a cost of only 25 cents per 1,000 cubic feet, and by using boilers such as those made by the Rochester Machine Tool Works, power will be obtained at a cost of 1 cent per horse power per hour.

It means doing away with the offensive manufacture of gas, both at the Municipal works on Canal street and the old works on Mumford street.

It means doing away with the unsightly holders on North St. Paul street and putting in their place great commercial buildings.

It means making available one of the grandest sites for a manufacturing concern that can be imagined.

The lot occupied now by the old gas works is in the very center of the city and almost at the brink of the upper falls, 96 feet high. The site is about 400 feet square, with broad streets on three sides, with the elevated main track of the New York Central just across the street from it. Five or six thousand horse power of water can be utilized upon it at the very smallest cost.

One effect of moving the gas manufacture from this lot and putting on it a manufacturing concern [illegible] several thousand hands will be to increase the value of neighboring property by a million of dollars at least. Your secretary being thoroughly impressed by the importance of this project has devoted a great deal of time to it. He has examined many times the gas fields in Western New York and Pennsylvania and surveyed lines for pipes from the gas fields to Rochester and spent much time with capitalists in Pittsburg, Philadelphia, New York and Boston.

The parties interested had at one time under control by contract the three manufacturing gas companies of Rochester, the Natural Gas Company which supplies Honeoye Falls and West Bloomfield from the wells in Bloomfield and the Natural Gas Company which supplies the village at Honeoye lake, also an immense territory in Pennsylvania including fully 30,000 acres of as good gas lands as there are in that state, with five wells already drilled which show enormous volume and with pressure sufficient to drive the gas to Rochester in vast quantities.

Negotiations were in progress for the gas works at Warsaw and for a franchise for pipes in Mt. Morris.

A company is organized under the laws of New York to build the pipe line in New York state.

Another company is organized to build the pipe line in Pennsylvania.

Another company is organized to work under the natural gas franchise in the city of Rochester, and another company is organized under the laws of Pennsylvania to control all of the other companies mentioned. A large amount of money has been spent, and although many things have occurred to delay the completion of the scheme, yet there is reason to believe that in the near future the plans will be carried out.

VINEGAR FACTORY.

C. H. Gould, a bright energetic man, came here from Lowell, Mass., to establish, if the requisite capital could be obtained, a vinegar factory. After looking the locality over carefully he decided to buy out the Walter B. Duffy Cider Company and put with it his company, which controls the most perfect process for making pure cider vinegar. He came before the committee on Promotion of Trade and stated his case. A committee consisting of Messrs. Michaels, Kimball, Fee, Mackie, Hough and J. D. Chamberlin being appointed visited the Duffy works. They were unanimously of the opinion that the business was most promising and that this city offered the most advantageous location for a vinegar factory. A stock subscription was started and parties with large capital were interested so that the scheme was carried through. This is destined to be one of the largest and most important manufacturing concerns in the city.

TANNING CALF SKINS.

Mr. G. N. Crosby came here from Antwerp, Jefferson county, to try to establish a company for curing calf skins with the hair on, by a secret process so that they will be available for manufacturers of garments and robes. Although we did not succeed in securing the required capital for him, he has shown commendable pluck by starting in on his own account. He is doing well and has founded a business that is destined to be of great importance.

WATCH FACTORY.

It was determined after a great deal of correspondence and labor and a committee had been sent to examine the watch factories in the East and discuss the subject with the jobbers, that a watch factory could be made successful here and would be of great benefit to the city.

It was decided that the company should not have less than $350,000 capital.

The amount required was so large that although a determined effort has been made, it has not yet been possible to secure enough subscriptions to the stock.

SALT WORKS.

The project of establishing an extensive salt works is in abeyance because of the failure to carry through the North American Salt Union. It is believed that that combination of salt producers will yet be made in the near future and it will certainly benefit Rochester.

ROLLING MILL.

Mr. J. Hildreth, who has been engaged in the business for eighteen years, proposes to establish a mill for the manufacture of merchant bar iron in Rochester or its immediate neighborhood. The capacity of the mill will be from seven to ten thousand tons of bar iron per year—using 1,200 tons of iron ore—3,000 tons of pig iron, 4,000 tons of scrap iron, and 15,000 tons of coal. Employment will be given to 150 men, which means support for 1,000 people. The company will have a capital of $225,000, of which $135,000 will be in the manufacturing plant. There is no one in the state better able to make a success of the company than Mr. Hildreth. A ton of merchant bar iron can be made here as cheaply as at Pittsburg. While coal costs $1 per ton more here than in Pittsburg, this is more than offset by the fact that puddling, which costs $5.50 per ton in Pittsburg will cost $3.25 per ton here. Scrap iron and iron ore are much cheaper. Pig iron is about same price, and the 7,000 tons of bar iron, when finished, is nearer to a market, which will absorb, it by from $1 to $2 per ton in freight.

This business is more stable than are most of the iron manufactures. The price of bar iron does not fluctuate like that of pig iron. The demand for best quality bar iron is increasing rapidly. Steel cannot replace it. The business will be profitable as the margin is broad.

We [illegible] put a good deal of work in this project. The subscriptions to stock of the company have been started; $35,000 has been subscribed and a large amount more has been pledged.

SOUTH AMERICAN TRADE.

The committee on Promotion of Trade instructed your secretary to collect information as to freight facilities and trade possibilities with South America. After correspondence with the Departments of State and Interior, and with various Chambers of Commerce and the collection of a great mass of printed matter on the subject, the conclusion was arrived at that the best way to secure the kin[illegible]

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information we wanted would be through the delegates attending the Congress of the three Americas. When the itinerary for their trip through this country was being arranged none of us supposed that they would go through Rochester without stopping. It was only a few days before they started that we learned the fact. An invitation was then forwarded to them through the State Department, of which no notice was taken. Later, at the suggestion of Mr. Erastus Wiman we sent a joint invitation with the Mayor to the agent of the State Department, William E. Curtis, at Portland, to which no attention was paid. Senator McNaughton and your secretary then intercepted them at New Haven. Our pleading was of no avail even in securing a stop of only a couple of hours. The Chamber of Commerce of New Haven treated us splendidly as representatives from Rochester, and we banqueted with the delegates. When the special train bearing them came, a large delegation of the chamber met them at Syracuse and rode with them to Rochester. Upon their arrival here they were serenaded while the train stopped by the Fifty-fourth Regiment Band, which was engaged by the Chamber. This was more effective than speeches and had a pleasant effect upon them.

On the invitation of Mr. Erastus Wiman, Hon. Charles S. Baker, Mr. Kelley and your secretary spent Sunday at Niagara Falls with the delegates and came with them to Buffalo upon Monday. At Pittsburg your secretary was made one of the Chamber of Commerce reception committee and was with them again for two days.

As a result of the information obtained in these various meetings with the delegates individually, it was determined to invite to come here men who had a definitely formed plan for increasing trade in detail in South America. E. M. Acevado came here and was brought in contact with all of our manufacturers interested. His plan is to establish a large centrally located store for the display of samples in Buenos Ayres as a branch of the New York commission house of F. G. Pierra & Co., and to confine his efforts to Argentina and Uruguay. He made contracts with six or eight of our manufacturers.

Alberto Falcon, of Peru, who was with the Pan-American delegates as Peruvian secretary, came here and made an address at a general meeting of the association on the subject. His plan is for the manufacturers to co-operate with a New York commission house, W. R. Grace & Co., in sending commercial travelers with samples to all the countries of the West coast. The goods which are ordered are to go through the New York house. He made arrangements with some of our manufacturers.

There seems to be no doubt but that Rochester manufacturers could build up a profitable trade in South America, even in competition with Europe.

A. Bonn, of the Export Almanac Company of New York, also addressed the Chamber on the same subject.

COMMERCIAL UNION.

The Chamber adopted resolutions favoring the project which has resulted in the congress of the three Americas, and inaugurating measures which will result in giving ing direct and ample means of communication with the countries south of us, and eventually bring about complete reciprocity and commercial union between all the nations and peoples of the Western Hemisphere.

OUR MERCHANT MARINE

was made the subject for consideration November 11th. Charles S. Hill, of Washington, made an address upon the subject. The Chamber adopted a resolution in favor of the methods to be employed for the restoration of our ocean trade, as embraced in what has been popularly known as the "Tonnage Bill," applying alike to steam and sail vessels engaged in foreign commerce. The bill referred to allows a subsidy of thirty cents per ton for every thousand miles sailed.

MANUFACTURES AND PROMOTION OF TRADE.

In addition to the manufacturing projects mentioned in detail, much time and work have been expended upon many other manufacturing concerns, in attempts to interest capital both at home and abroad in new concerns, and in concerns now here which are hampered for want of additional capital. Generally all that has been attempted is to bring the right parties together—that is, those having money to invest and those wanting money. In most of these cases it is impossible to state how much in dollars our efforts have accomplished. It is sure that this work has largely benefited a great many.

Among the business undertakings before us in this manner may be mentioned the following: Manufacturing of candy, horse collars, etc., cast iron pipes, two different fire escapes, elevators, doors and traps, elevator gates and appliances, electrical dynamos, extension fire ladders, bicycles, furniture, sashes and doors, bottles, lamp burners, sash balances, platform scale device, safes and artistic ironwork, shoe machinery, brushes, harvesters and binders, furniture, hardware, pails and tubs, photograph albums, wood-working machinery, wheels, perfumery, repair rubber top heels and shanks, carriages, word and counting tables, and aluminium.

Mr. E. D. F. Shelton proposed to establish in New York city an agency to represent a number of cities for the purpose of securing manufacturers to be located in them, each city represented to pay $500 per year and a percentage of value of manufacturing plants induced to locate. The committee invited Mr. Shelton to come and discuss the question with them, but nothing has come of it.

RAILROADS AND TRANSPORTATION.

A committee attended a meeting at Albion of representatives from Brockport, Medina, Albion and Lockport and other places along the Niagara Falls road, to see what could be done toward inducing the New York, Lake Erie & Western railroad to extend their road from Lockport to Rochester along the north side of the New York Central. Maps had been prepared and it was shown that it would be a comparatively easy line to build. Statistics were given to show that the line would secure [illegible] increasing amount of business [illegible] of [illegible] of leading [illegible] last year.

The meeting adjourned to meet again.

The matter of asking the Pennsylvania railroad to extend the Northern Central from Canandaigua to this city, a distance of twenty-nine miles, was the subject [illegible] full meeting of the standing [illegible] E. [illegible], director in the road, was present and agreed to co-operate with the committee of the Chamber and to secure an interview with the managers of the Pennsylvania road for the purpose of making the effort to bring about this desirable object. A committee was appointed, with John Fahy chairman, to have such conference, and they have not yet reported.

The switch connection between the New York, Lake Erie & Western and the Western New York & Pennsylvania was completed, giving practically a belt line around the city, connecting all roads and enabling shippers to transfer car loads without rehandling. This much-needed improvement was brought about by the standing committee.

The standing committee has been in communication with the members of the New York Central during nearly the whole year, trying to secure better sleeping car service between Rochester and eastern and western points. We have not secured all we are entitled to. Although the new train leaving here in the afternoon makes it very much better and easier to secure accommodations for the West, we have not yet been able to secure what we need for sleeping car accommodations going east.

In November the committee had an important meeting with the New York Central officials in regard to delays on east bound shipments. Notices had been sent to our leading shippers asking for details of cases where serious delays had occurred, and a very large number of answers were received, showing serious and aggravating delays on east and south bound freight. Mr. Hayden of the Central stated that much of the delay was caused by the unusual and unprecedented amount of freight that was being handled by all of the railroads this year, and promised that each case should be looked into, and all of the papers have been sent to him.

The improvements in the New York Central passenger station, which the committee urged, have been completed, including a lunch room, package room, moving the ticket office to the waiting rooms, moving toilet rooms to less conspicuous locations, making new outside entrance, etc.

The attention of the managers of the West Shore railway has been called to the fact that their morning train which arrives here at 7:20 A. M. was too early to accommodate people who wished to come here and do trading and return the same day. As a result of correspondence on this matter, they have arranged to have the train which arrives at 11:25 A. M. stop at all stations west of here. This will be a material help to us.

The committee had a conference with the parties interested in the Bay railroad in relation to the order of the Railroad Commissioners requiring trains to be run during the winter. No action resulted.

Through the efforts of the committee a foot bridge has been built from Central

L. P. ROSS IS PRESIDENT

Continued from Sixth Page.

avenue along the face of the West abutment of the New York Central bridge over the Genesee river to the end of Center street. This is a much needed improvement as is shown by the statement that it is used by more than one thousand persons per day.

PUBLIC IMPROVEMENTS.

The subject of street improvements was considered by the standing committees, but no definite conclusion was arrived at. A new committee on sanitary protection of the watershed of Hemlock Lake was appointed, with A. S. Hamilton chairman. This committee made two visits to the lake, once in July and again in September. They examined all of the buildings about the lake. They had several meetings and made two valuable reports, which are appended hereto. The reports of the committee were received and the committee continued.

ADDITIONAL WATER SUPPLY.

The experts, Messrs. A. Fteley and J. T. Fanning, who had been employed by the chamber, and who did not approve of the pumping plan of Mr. Tubbs, while recommending that further examinations should be made, were employed by the city to make the further examinations. Your secretary assisted in this work of the experts. A bill was prepared in the city attorney's office, to present to the Legislature, but not approved by the Common Council, enabling the city to bond itself for $1,500,000. This bill was prepared before the report of the experts was received and did not specify how the work should be done. The Chamber adopted a resolution expressing the opinion that another conduit should not be built from Hemlock Lake until it has been determined that the supply now received will not be sufficient to meet the present requirements, provided the water is not extravagantly wasted. The bill was killed in Albany. The joint committee of the Common Council and Chamber of Commerce, with Alderman Kohlmetz chairman, has been continued through this year. They recommend an additional supply of 15,000,000 gallons per day by an all gravity line.

Mr. Tubbs abandoned his original scheme for pumping all of the additional supply and substituted a new plan of securing a portion by gravity and pumping the balance.

Another Common Council committee, of which Alderman Kelly is chairman, recommend the pumping plan of Mr. Tubbs.

Another Council committee, with Alderman Selye as chairman, has recommended metering the water and not get any additional supply.

The Council has referred the reports of the three committees to a committee including the members of all three committees, with [illegible] aldermen and the five members of the Chamber who were in the joint committee.

This committee of five have given a great deal of time and put in a vast amount of hard work on this subject. Their report [illegible] is attached hereto.

EAST SIDE SEWER.

A bill for bonding the city for $1,000,000 for building the East Side intercepting sewer was prepared and submitted to the last Legislature, but was killed.

An association of East Side taxpayers has been formed to look after the interests of the city and especially of the taxpayers on the east side of the river.

EXPERT FUND.

The committee, with H. C. Brewster chairman, appointed to raise money for the employment of experts to assist in examination of the three great projects—water storage, East Side sewer, and additional water supply—secured subscriptions for $1,375. Of this amount $1,144.09 have been expended, $130.91 is in the hands of the treasurer, and the other $100 is collectable when needed.

STATISTICS AND PUBLICATION.

The only book issued by the Chamber was its first annual report, a pamphlet of 44 pages, with president's address, secretary's report and by-laws, together with a list of members and committees.

The Standing Committee held several meetings to consider the advisability of collecting statistics and issuing some kind of publication; also to arrange for the proper showing of Rochester in the Eleventh United States Census

His Honor, Mayor Parsons, brought to the attention of the Chamber the advantage of having the social statistics of Rochester properly presented in the coming census, and showed the difficulty of his attempting to answer the questions, and requested that the Chamber employ some person to collect and arrange this information in the required form. The Board instructed the Standing Committee to take the matter in charge.

Your Secretary was instructed to assist the Mayor.

ADVERTISING ROCHESTER.

Last year considerable was done in the way of issuing books and pamphlets. This coming year it will be well to issue an illustrated book, treating of all the trades and manufactures, as well as the social advantages. The statistics to be collected for the Eleventh United States Census will make the proper foundation.

Several meritorious plans have been suggested for bringing the manufactures of Rochester to the attention of the country. One plan is to make a display of our goods at Washington while the Congress of the three Americas is in session. Senator McNaughton advocates this plan. Another plan is to employ a suitable man to take charge of a permanent display and to arrange to show it as a whole at the great fairs in different parts of the country—for instance, Boston, New York, Chicago, St. Louis, Cincinnati, New Orleans and Atlanta. The expense in this way would be small to each manufacturer. The citizens at large could well afford to assist in maintaining such a display.

Still another plan, and the most modern, is to combine our display with that of other cities and states and put the whole business on wheels, and move it around the country like Barnum's circus. It would be a noticeable event in any city to have sixty or seventy cars loaded with such displays arrive.

Several communities have already tried this, for instance Utah, California and Florida. In some cases spending $50,000, in sending one car all over the country. The difficulty with this is that the display is not important enough to attract attention.

A Massachusetts man is organizing a company for the purpose of maintaining a permanent exhibition on wheels.

It will be a horse show, cattle show, mineral show, agricultural show and manufacturers' display.

Any city or county or state may fit up its car to suit its own ideas and send a man to show it off well. The only expense beyond furnishing the display is the maintenance of the man sent with it.

LEGISLATION.

The Chamber advocated reduction of letter postage to one cent per ounce, and asking the President to recommend it in his message, and also asking the Post-master General to recommend it in his annual report. Also asking our Senator and Representatives to favor it.

Endorsed the "Torrey Bill" which provides for a national bankrupt law, and asked our Senators and Representatives to vote for the passage of the bill.

Declined to take any action on bill making Saturdays in June, July, August and September legal holidays

Endorsed the bill to create a naval militia.

Endorsed a bill before the Legislature limiting charges for telephones to $6 per month in cities of 500,000 and over, and to $3 per month in cities of less than 500,000.

Opposed the "dressed beef" bill, as it would practically prohibit the importation of Western dressed beef into this state.

Opposed the passage of any law repealing the "conspiracy act."

Favored the passage of a judicious national anti-adulteration law.

Favored demanding early action by Congress to reduce our present revenues in a way which will least embarrass existing industries.

Favored the organization of a naval reserve for the United States.

Favored the abolition of the tax on alcohol used in the arts.

Favored commercial relations with Canada upon broad and comprehensive principles of reciprocity.

THE [illegible] LAW.

Many owners of buildings with elevators were in doubt as to what were the legal requirements under the factory inspector act in relation to elevators.

Through Senator McNaughton an opinion was obtained from Attorney-General Tabor. The Standing Committee was instructed [illegible] for a law compelling traders to show who their principals are when they are doing business as agents.

MUNICIPAL REFORM.

A special meeting of the Chamber of Commerce was held on January 3rd to consider this subject. Elaborate and able papers were presented by President Warner, John Fahy, Henry Lomb and John Bower.

The papers were referred to the Board of Trustees, and after being generally discussed the matter was dropped.

POSTAL FACILITIES, TELEGRAPHY AND INSURANCE.

The committee held several meetings during the year and considered especially the subject of securing a reduction in the rates for fire insurance in Rochester.

A conference was held with a committee from the Board of Underwriters and the following letter received:

ROCHESTER, N. Y., Nov. 20, 1889.

William C. Barry, Esq., Chairman of the Chamber of Commerce Committee on Insurance:

DEAR SIR: Referring to a recent conference between members of your committee and a committee from the Board of Underwriters, with reference to rates charged for insurance in our city, and your request that we make a statement regarding them, I am instructed by the Board of Underwriters to advise you that the present rates in Rochester are lower than in most cities and will compare favorably with those charged in other cities equally well protected. Also, that many of our large risks are rated by a schedule standard, whereby charges are made for any defects found, and a corresponding allowance made for their improvement. This is conceded to be a most equitable system of rating, and because of it insurers practically make their own rate, as it is a well-known fact that the Board of Underwriters welcome an improvement in all risks and make concessions in rates accordingly.

Respectfully submitted,
SELDEN PAGE, Secretary.

The committee reported the following resolution, which was adopted by the Board of Trustees:

In view of the disastrous conflagrations which have occurred during the past year, in various parts of the country, the Board of Trustees of the Chamber of Commerce are of the opinion that the danger of fire may be greatly diminished by a thorough and systematic inspection of buildings and premises, and suggest and recommend to the Board of Underwriters of this city that means be taken as soon as possible to organize and maintain such an inspection, after the most approved methods, believing that in this way effective safeguards can be provided which will ultimately result in a reduction of rates and greatly add to the security of life and property.

NATIONAL BOARD OF TRADE.

S. B. Roby and J. Y. McClintock attended as your delegates the meeting of the National Board of Trade at Louisville. Mr. Roby was elected a vice-president of the board. About seventy delegates were present, representing nearly all of the large cities of the country. The questions acted upon were all of national importance.

The board is very conservative. It is pretty certain that before a proposition can be endorsed by such a body, all of the political significance has been squeezed out of it. It is undoubtedly true that, as far as they go, the opinions of the National Board of Trade have more weight with legislators than the opinion of any other commercial body in the country.

Although it is not deemed expedient to expand this report with an account of their action, it is proper to say that the trip to Louisville was, for the delegates, very instructive and delightful, and will result in benefit to your association.

MILITIA.

The Chamber adopted a resolution that it is desirable and necessary that the force of State troops in this city should be increased to at least a battalion, that it heartily approves and will support in every way the effort to accomplish that purpose.

The following committee was asked to proceed at once to recruit one company of infantry to be submitted for acceptance to State headquarters: H. S. Greenleaf, George F. Loder, Haywood Hawkes, Judson Hess, C. H. Amsden, S. S. Eddy and G. F. Warren. Conference was had with Senator McNaughton as to means of securing the company. The company has been recruited but has not yet been accepted by the State.

JOHNSTOWN FLOOD.

The Chamber appointed the following committee: W. S. Kimball, H. B. Hathaway, S. B. Roby, P. Cox and your secretary to collect money for the benefit of the sufferers by the Johnstown, Pa., flood. Two thousand and twenty-five dollars was collected and paid to the treasurer of the Red Cross Society to be expended by it. About $14,000 was raised in Rochester for this purpose.

The Chamber invited the General Division of the Order of Railway Conductors to hold its annual meeting in May, 1890, in Rochester. A circular and copy of "Rochester Illustrated" was sent to each of its 240 delegates.

Mr. John M. Ives addressed the Chamber upon his experience in Australia.

The second annual banquet on January 22d, 1889, was a success. There were 219 members and guests present. President Kimball presided. Hon. Theodore Bacon was toastmaster. Speeches were made by Col. H. S. Greenleaf, "Chamber of Commerce;" Hon. William Rumsey, "The Bench;" Hon. William F. Cogswell, "The Bar;" Rev. William R. Taylor, "The Clergy;" Hon. Charles E. Fitch, "The Press;" Mr. William C. Barry, "The City of Flowers;" Mr. J. C. O'Brien, "Almost Anything;" Mr. J. H. Stedman, "Topical Poem."

The report was accepted and ordered printed. H. B. Hathaway, the treasurer, then offered his report which showed a balance in the treasury of $395.44.

Another Water Report.

The special committee on water supply consisting of William H. Gorsline, William S. Kimball, James E. Booth and James G. Cutler has prepared a report, reviewing the whole matter of the discussion of the vexed question in so far as the committee has been concerned, and the report was presented to the chamber by Mr. Cutler. The report at this time is the result of the determination of the committee to withdraw from further official discussion of the subject for the present at least, leaving the matter to the [illegible] Common Council, [illegible] of thanks [illegible] extended to the committee and the committee continued. The report will be found in full below:

January 15th, 1890.

To the Board of Trustees of the Rochester Chamber of Commerce.

GENTLEMEN:—In the summer of 1888 the department of the city government having control of the water works, ordered the discontinuance of street and lawn sprinkling from the Hemlock system, in consequence of the scant supply in the reservoirs, and the water supply question became at once the order of the day.

It is thought that a brief statement of the whole case will have interest for the members of the association, and it is proposed to attempt such an account in the following pages. An understanding of the matter will be assisted by a short description of the works as originally built, and in operation at the time when our attention was called to the shortage of water as stated above.

The City Water Works System as completed in 1876, constructed under the supervision, and from the plans of the present Chief Engineer, consists of a conduit line extending from Hemlock Lake, nearly thirty miles south of the City and about three-hundred and eighty-eight feet above the coping of the canal acqueduct, to the reservoirs at Rush and Mt. Hope, operating by gravity, and having a capacity, as a compound pipe, closely approximating 9,000,000 gallons per day.

There is also a Holly pumping plant located on Brown's race, and operated by water power with a reserve steam outfit, in case of low water or accident; drawing water from the race, and used, in the limited area of the city to which its mains are extended for fire protection and street sprinkling, as well as for certain mechanical purposes. It has a capacity of about 7,000,000 gallons per day, but is ordinarily delivering about 1,500,000 gallons per day so that at the date of the order referred to above, the use of water in the city, or more precisely from the city mains was approximating, often exceeding 10,500,000 gallons per day for all purposes.

The Chief Engineer, in a report to the Commissioners in charge of the construction of the system, said, that in estimating the consumption of water to be provided for, he had preferred to assume a use of sixty gallons per capita, rather than to base his calculations on the then usually accepted estimate of forty gallons, and on the former basis, estimating the increase of population from the best available data, it was assumed and expected at that time that the system of water works completed in 1876 would be sufficient, with the gradual extension of mains as required, to supply the city for forty years, or roughly, until 1916. In 1885, during the Honeoye millers' suits, the Chief Engineer testified that it would be 1929 before the city would need the 9,000,000 gallons it was proposed to draw from the lake, and so late as 1888 statements of the same official have been published which indicated an increasing use of water, but still an abundant supply.

Of course, in the face of these, and other facts not necessary to be detailed here, the announcement, shortly following the order prohibiting the use of Hemlock water for sprinkling, that a line had been surveyed and plans prepared for an additional conduit line raised a storm of protest, and when it was learned that it was proposed to build this line in such a way as to necessitate the pumping of the additional supply, notwithstanding the fact that the source is 388 feet higher than the coping of the canal acqueduct, and that a gravity main is now and has been about fourteen years in satisfactory operation from the same point, violent, and not always fair criticism and opposition was at once manifested on the part of many citizens and tax-payers.

The Common Council at its meeting on October 16, 1888, appointed a select committee consisting of Aldermen Kohlmetz, McMillan, Hall, Williams and Swikhardt to consider the report and recommendations of the Chief Engineer, and requested the Chamber of Commerce to appoint a committee of five to act with the aldermanic committee. In compliance with this resolution and request, the association named as its committee, Messrs. William H. Gorsline, William S. Kimball, James E. Booth, Clinton Rogers and James G. Cutler.

This committee entered at once upon its work, and realizing the great importance, as well as the technical nature of the questions involved, and the necessity of securing unbiased professional advice, in view of the fact that the Chief Engineer announced that with him it was "pumps or nothing," and in view of the impossibility of reconciling his various statements, called upon the executive committee of the Chamber of Commerce for the funds necessary, and retained Messrs. A. Fteley, chief engineer of the new Croton Acqueduct, of New York, and J. T. Fanning, of Minneapolis, hydraulic engineers of national reputation, to give a preliminary opinion.

When the experts arrived in the city, the first question submitted to them was: Is the water supply sufficient for the legitimate use of the city, if meters are more generally used and the policy of management changed in such a way as to reduce the waste to a minimum; and can we avoid, or even postpone for any considerable time, the expenditure involved in building another conduit? Neither of the engineers would give any encouragement to such a plan, assuring the committee that the use of water in Rochester could not be regarded as unusual, and is not likely to be reduced enough to give an adequate surplus of water by any means consistent with the future growth and prosperity of the city.

After full discussion, and a thorough examination of the works, their opinion favoring a gravity supply was received, a public meeting called at the rooms of the Chamber of Commerce, and a resolution requesting the Common Council to appropriate $4,000, and to direct the employment of the two engineers above named to make such surveys as would enable them to submit a full and detailed report and recommendations for the guidance of the committee, was adopted.

The Council promptly and courteously took the action requested, and the report of the engineers has been published in full; it is too voluminous for reproduction here, but its conclusions [illegible] water, as well as greater care to prevent waste, and strongly favor the gravity system.

The Chief Engineer of the water works, present by invitation, at the meeting of the joint committee called to receive the report of the experts, was requested to give in writing his views of the recommendations they had made, and the Common Council afterwards passed a resolution repeating the request.

On August 20, 1889, Mr. Tubbs presented a review of the experts' report, which, with all the other reports has been published in full in the city papers, and more recently in pamphlet form. Upon a careful examination of Mr. Tubb's paper, it was found that he had questioned the statements of the experts in many particulars, and that, in order to determine the relative value of the widely differing recommendations of the consulting engineers and Mr. Tubbs, it would be very desirable to obtain from the experts either an admission that they had overlooked some of the points raised by him, or a reaffirmation of their confidence in the views which they had given.

At the time when Mr. Tubbs's paper was presented to the Common Council, both Mr. Fteley and Mr. Fanning were absent in Europe, and immediately upon his return and before Mr. Fteley had returned, Mr. Fanning was called to Manitoba as consulting engineer of works in progress in that part of the country. It was found impossible for the two consulting engineers to get together for a conference and discussion of Mr. Tubbs's paper until the 5th of December, on which date the engineers met in New York city and prepared their final statement, in which they reaffirmed their confidence in their original estimates and suggestions, and repeated their recommendations to the committee, favoring a gravity supply on the ground of economy, as well as for other reasons.

A meeting of the joint committee, to take action upon this paper, was at once called, and in view of the fact that it was expected that the Common Council would take action at its meeting on the following day, an effort was made to secure an agreement upon a final report to be presented at that meeting. Owing to the absence from the city of two members of the Chamber of Commerce committee, it was necessary to communicate with them by telegraph, and this fact, as well as others not necessary to be stated here, constrained the draughting of a paper to which it should be possible to obtain their approval by wire, and of course prevented a full and detailed statement of the reasons for the conclusion stated.

The members of the committee feel, however, that it is due to the association, and to themselves, that a more detailed statement should be made.

The recommendation of the committee is based upon the statement of the two consulting engineers, that the present supply is already inadequate, that a gravity line is not only preferable to the combined pumping and gravity plan upon practical grounds, but that it is the most economical for the city, and, the plan proposed will give the water required until the city is relieved from the burden of excessive interest on water works bonds, for the smallest possible cost, and leave the new conduit in shape to be extended to the Lake when necessary, and at a time when by reason of the reduction of interest on the 7 per cent water bonds the city is relieved of at least $127,800 of annual expenses, and is by so much, better able to pay.

When the suggestion was first made by the experts that a new line should be surveyed that would avoid the ridge at Richmond Mills, Mr. Tubbs expressed his decided opinion that no such line could be found; he stated to the members of the committee that he had gone over the matter thoroughly at the time the line was built and the line selected by him was, in fact, the only feasible gravity line which could be secured. Messrs. Fteley and Fanning, however, basing their opinion upon the actual surveys made under their direction, and which are now on file in the City Clerk's office, assure the committee not only that another line is practicable, but it appears that it is a much better line than the one originally selected, and that had it been chosen when the water works were originally constructed the capacity of the conduit would have been largely increased by reason of the fact that the loss of head by the rise to within seventeen feet of the level of Hemlock Lake at Richmond Mills would have been saved.

The conduit from Hemlock Lake for a distance of about four and one-sixth miles to a point near Richmond Mills, has a capacity of 19,750,000 gallons per day; but as the line rises at this point out of the valley and is continued over the hills, its capacity is reduced to 9,000,000 gallons per day at the reservoirs; so that there is about 10,750,000 gallons per day more capacity to Richmond Mills than from that point to Rochester through the present pipe.

It is by taking advantage of this fact that it is possible for the city to obtain an additional supply of, at least, 6,500,000 gallons per day by building a conduit of 15,500,000 gallons capacity from Richmond Mills to Mount Hope reservoir; and which will give the city all the water required for ten or twelve years to come, if reasonable changes in the policy of management are made at once.

To do what is necessary to be done in the best and cheapest manner involves much further discussion and consideration of the various questions involved, by the engineer employed to take charge of the work, and it is not unlikely that this engineer in sympathy with the general plan outlined by the experts, might be able to show that the duplication of the four and one-sixth miles of conduit from Richmond Mills to the lake should be undertaken as soon as the balance of the new line is completed, and that a slight increase in the size of certain sections of the new conduit would prove a measure of true economy. In assuming that the increased supply would be 6,500,000 gallons per day on the completion of the 15,500,000 gallon duplicate line from Richmond Mills to Mt. Hope reservoir, the committee did not lose sight of the fact that the present pipe over the hill would still be in use and would deliver about 2,500,000 gallons per day, making in all 17,500,000. Of course it was not desirable to raise this

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[illegible] question in hydraulics, in view of the fact that it had not been explicitly covered by the experts, as even if the additional amount should be only 6,500,000 gallons, it would still be enough to justify the proposed plan.

The cost of this conduit is estimated by the experts at $1,087,426, and the joint committee has advised the enabling act to be drawn for $1,500,000 to provide for the settlement of damages which may be involved and for such other works to secure adequate fire protection and improvements to the distribution as may be decided upon after further discussion.

It will be borne in mind that the recommendation is that the Council should be authorized to issue bonds of the city, in the sum of $1,500,000, or as much thereof as may be necessary, leaving it optional with the Council to issue these bonds as they may be required. The experts advise the construction of a 36-inch pipe from Rush reservoir to Mt. Hope for the purpose of giving adequate fire pressure, instead of the 30-inch pipe which is included in the estimate given above. They say this will involve an additional outlay of $100,000. The duplicate conduit line from Richmond Mills to Mt. Hope reservoir will undoubtedly give the city at least 17,000,000 of gallons in all per day.

When this supply has been appropriated, if not before, it will be in order to build the balance of the new conduit line for the 4 1-6 miles from Richmond Mills to Hemlock Lake. The estimate of Mr. Tubbs, based on the extravagant prices paid the contractor for this part of the conduit are, of course, very high; but the committee believes that it is justified in assuming that the city will not repeat its original mistake and that the duplication can be made for not to exceed $300,000.

It will be seen that an expenditure of not to exceed $1,500,000, and possibly very considerably less, will give us the additional water that is imperatively required, at the earliest practicable date, and with the least possible expenditure of money, and will restore an adequate fire pressure; and your committee has no doubt that this is the general plan which the city should adopt and enter upon the prosecution of at the earliest practicable moment.

During the time in which the committee has been engaged in examination of the water works question many different lines of investigation have opened before it, and most, if not all, of these have been followed up sufficiently to justify the committee in stating that it believes that it has not ignored any suggestion which has been made, either by way of accounting for the present shortage of supply, or of suggested remedy. Through the kindness of the Chairman of the Common Council Investigating Committee appointed to consider the charges of dishonesty in the management of the water works, particularly with reference to the gate house and the valves on the conduit line, we were invited, and most of the members of your committee attended, the sessions of this investigating committee and availed themselves of the privilege, courteously extended by the Chairman, of interrogating witnesses under oath, and listening to all the testimony elicited, in addition to which the members of the committee have personally visited the reservoirs and the more important points traversed by the conduit line, the pumping station on the race, and have personally examined, without notice to the Executive Board, into the condition of a large number of blow-off's and valves. This is not said with any other object than to show that the conclusion to which the committee has arrived is only reached after what is believed to be a thorough and pains-taking examination and inquiry.

Very considerable attention has, also, been given to the question of metering services, and to the influence of water rates upon consumption, and your committee would have been glad to touch upon these questions in the report which has been presented to the Common Council, and would, undoubtedly, have done so, except for the reason stated above, and for the fact that it was thought wise to disencumber our recommendations in that paper of everything which might tend to obscure the real issue, which is between pumping and obtaining a supply by gravitation.

We are of the opinion that however wise it may have been in view of the conditions obtaining when the works were completed, to offer inducements to citizens to take and use the water with freedom, the time has long since passed when the city can afford to deal with its water works system upon any other basis than that which regulates other business transactions.

The cost of the water delivered in the city mains is readily to be ascertained, and it is an obligation which cannot be evaded. So long as the water rates do not meet this obligation, the deficiency has to be met by a direct tax upon real estate, and the consumer, under the delusion that water is cheap, undoubtedly uses it with less care than he would exercise, if, instead of paying indirectly as is now the case, he was brought to understand the value of water by seeing this fairly stated in his water bill.

It should not be forgotten that this suggestion does not involve any change in the amount of the taxes, but simply such a rearrangement of taxation as will educate the water consumer to a proper economy.

Should the city persist in its present policy, the constantly increasing use of water will soon exhaust the additional provision which it is now proposed to make, and there seems to be no good reason why, within a relatively short time, still greater provision involving further enormous outlays of money must not be made.

It has been suggested by some that the remedy for the present difficulty is not the building of additional works, but the metering of all services, and the reduction of the use of water to such limits as will render the present supply sufficient for some years to come. At the first suggestion this would seem to be very sound doctrine, but when submitted to the test of rigid criticism by the experts it was found that they were confident that no regulations that could be enforced would any more than enable us to tide over the time—about three years—which it would take to obtain more water.

[illegible] The larger cities [illegible] a few [illegible] during the last [illegible] years [illegible] the [illegible] of water, though [illegible] with indifferent or temporary success."

Then again, the cost of inspection and repair of meters in Rochester is more than twice that in any other city whose records [illegible] the [illegible] of cities [illegible] examples of economy in water management. Doubtless very many more meters should be used under new arrangements, reducing the cost of maintainance to a reasonable figure; and it is also true that without endangering the sanitary condition of the city, wise restrictions with regard to the use of wasteful plumbing appliances could and should be made.

Instead of restricting the use of Hemlock water to domestic purposes, as has been suggested, and so damaging many important business interests, would it not be wiser to supply the water actually required at a rate which should cover the actual cost to the city, and would not the fixing of such a rate do more than anything else that could be proposed to render every consumer more careful to prevent waste?

No thoughtful person can give any serious consideration to our municipal water works problem without being impressed with its complexity, and, while believing that the use of water in the city is increasing more rapidly than is necessary or desirable, we cannot doubt that the city has been sensibly influenced in its great prosperity and development during the past twelve or fourteen years, by the fact that it has had an abundant supply of water of exceptional purity.

While we have advised the procurement of an additional supply, we insist, not only on the importance of getting it in the cheapest way, that is by gravitation, but we urge that there seems to be no doubt that our city has reached a point in its development which renders it imperative that thoughtful discussion of all the economic questions involved in the management of its water supply should be undertaken and promptly acted upon by those who have it in their hands.

It has seemed proper to suggest certain lines of action to which it might be wise to give attention, and further than this the committee has not felt justified in going, confining itself in stating its conclusions to those matters upon which it has had the concurrent opinion and advice of experts thoroughly familiar with, and competent to deal with the questions submitted to them.

All of which is respectfully submitted.

WILLIAM H. GORSLINE,
WILLIAM S. KIMBALL,
JAMES E. BOOTH,
CLINTON ROGERS,
JAMES G. CUTLER,
Special Committee on Water Supply.

Chairman Griffith of the building committee announced that while he was not ready to give a final report he was pleased to say that the committee had come to the conclusion that the project of building a home was feasible.

HOW THEY STAND.

Figures Taken from the Annual Reports of Corporations.

The following annual reports were filed in the county clerk's office yesterday:

Post-Express Printing Company—Capital stock, increased to $200,000; actually paid in, $157,000; liabilities, $15,000.

Rochester Machine Screw Company—Capital stock, all paid in, $7,500; liabilities, none.

New Mexico Mining Company—Capital stock, all paid in, $28,000; liabilities, $7,500.

Lyceum Theater Company—Capital stock, $80,000, all paid in cash; mortgage indebtedness, $60,000; all other debts, not to exceed $1,000.

Brush Electric Light Company—Capital stock, $200,000, of which $151,000 is paid in in cash, $9,000 issued in payment for property; total liabilities, including bonds issued for purchase and development of property, not to exceed $310,000.

Those Elevated Tracks.

The city surveyors who have been drafting plans for the elevation of Central-Hudson and Buffalo, Rochester & Pittsburg tracks in the western part of the city have nearly completed their work. They will submit a report to the Common Council early in February. The problem of elevating the Buffalo, Rochester & Pittsburg tracks and at the same time making it possible for the company to use its present freight yard has been solved. The plan although not complete has been carefully considered and is regarded as practicable. Some of the streets will be depressed at crossings.

The Post-Express.

ROCHESTER, TUESDAY, JAN. 14.

PRINCES OF TRADE

L. P. ROSS ELECTED PRESIDENT OF THE CHAMBER OF COMMERCE.

The Annual Report of Secretary McClintock—Important Questions Discussed—Report on the Problem of Additional Water Supply.

The annual meeting of the Chamber of Commerce last night was largely attended. H. C. Brewster declined the presidency and L. P. Ross was chosen to that position. That gentleman accepted the office in a neat speech in the course of which he said: "One of my friends said to me recently that this coming year is to be the pivotal year of the Chamber of Commerce. Upon its management this year depends its ultimate success or failure. I do not think so. I think this is to be the third success[illegible] year [illegible] continued existence. [illegible] Commerce has come to stay. [illegible] not [illegible] the interest of any man or set of men—but to subserve, foster and maintain all the interests which make for the general good of the whole city."

H. C. Brewster and A. S. Hamilton were [illegible] The trustees were [illegible] C. Brewster [illegible] Hathaway, [illegible] Lansden, [illegible] M. Lindsay, Frederick Cook, D. M. Hough, L. P. Ross, E. T. Curtis, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, W. C. Barry, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, A. S. Hamilton, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Meyers, William H. Gorsline, John F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates and S. G. Curtice. There is little doubt that J. Y. McClintock, the present secretary, and H. B. Hathaway, the treasurer will be reappointed.

Secretary McClintock presented his annual report. He started by saying: "During the past year foreign money has poured into this city in a great stream." This interesting statement was made:

The three largest breweries have been sold to English capitalists for a vast sum, $3,700,000.

The Rochester gas company was sold to New York captalists for $600,000 in cash.

The horse car company was sold to Pittsburg and Philadelphia capitalists for $2,175,000.

The Walter B. Duffy cider company was sold to New York and Chicago, combined with local capitalists.

The great establishment of H. H. Warner & Co. was sold to English capitalists for $3,500,000.

Agents of English capitalists have been trying to buy the flouring mills, with their water power.

All of the above properties were owned almost wholly in this city.

The New York Central railroad has spent a large amount to accommodate its increasing business.

The Rochester and Pittsburg has extended its road to the lake at a cost of several hundred thousand dollars.

The Western New York and Pennsylvania railway has spent a large amount in building a new station and extending its freight facilities.

The Erie has but just completed its splendid improvements.

The Rome, Watertown and Ogdensburg railway has but lately spent enormous sums in extending and improving its freight and passenger facilities.

Our own people have put $200,000 into the new Electric railway to Charlotte, and $300,000 into the Glen Haven railroad to Irondequoit bay.

The city is spending $300,000 for additional bridges over the Genesee river, made absolutely necessary by the growth of the city. One of these will be the most picturesque and beautiful bridge existing in any city in this country.

The city is spending $300,000 in public parks in such manner as to add still more to the all-pervading beauty and health of this city of homes as well as business.

What shows our confidence still further is that we have built nearly 1,400 new buildings this year, of which 95 are for business and manufacturing, 13 flats, 2 school houses, 7 churches, and 1,282 dwellings.

The secretary cited figures from yesterday's POST-EXPRESS showing the amount of business done in Rochester last year. The water storage, and natural gas and vinegar factory projects were referred to. Of the latter industry Mr. McClintock said: "This is destined to be one of the largest and most important manufacturing concerns in the city." The tanning of calf skins and the salt works and watch factory were spoken of. The progress of these things and Mr. McClintock's views upon them have from time to time been published in the POST-EXPRESS. The rolling mill enterprise was thus alluded to:

J. Hildreth, who has been engaged in the business for eighteen years, proposes to establish a mill for the manufacture of merchant bar iron in Rochester or its immediate neighborhood. The capacity of the mill will be from seven to ten thousand tons of bar iron per year, using 1,200 tons of iron ore, 3,000 tons of pig iron, 4,000 tons of scrap iron and 15,000 tons of coal. Employment will be given to 150 men, which means support for 1,000 people. The company will have a capital of $225,000, of which $135,000 will be in the manufacturing plant. There is no one in the state better able to make a success of the company than Mr. Hildreth. A ton of merchant bar iron can be made here as cheaply as at Pittsburg. While coal costs $1 per ton more here than in Pittsburg, this is more than offset by the fact that puddling, which costs $5.50 per ton in Pittsburg, will cost $3.25 per ton here. Scrap iron and iron ore are much cheaper. Pig iron is about the same price, and the 7,000 tons of bar iron, when finished, is nearer to a market, which will absorb it by from $1 to $2 per ton in freight.

This business is more stable than are most of the iron manufactures. The price of bar iron does not fluctuate like that of pig iron. The demand for best quality bar iron is increasing rapidly. Steel cannot replace it. The business will be profitable as the margin is broad.

We have put a good deal of work in this project. The subscriptions to stock of the company have been started; $35,000 has been subscribed and a large amount more has been pledged.

The secretary related what had been done to advance South American trade with this city. The subject of additional facilities was referred to at length. Public improvements, additional water supply, east side sewer, statistics and publication, the elevator law, municipal reform, insurance rates, new company of militia, and Johnstown flood fund were all treated of.

Messrs. Wm. H. Gorsline, Wm. S. Kimball, James E. Booth, Clinton Rogers, and James G. Cutler, constituting the special committee of the Chamber of Commerce appointed to act with a committee of the common council, and make recommendations regarding the water supply, presented its report of which the following is a summary. The report says:

The chief engineer, in a report to the commissioners in charge of the construction of the system, said, that in estimating the consumption of water to be provided for, he had preferred to assume a use of sixty gallons per capita, rather than to base his calculations on the then usually accepted estimate of forty gallons, and on the former basis estimating the increase of population from the best available data, it was assumed and expected at that time that the system of water works completed in 1876 would be sufficient, with the gradual extension of mains as required, to supply the city for forty years, or roughly, until 1916. In 1885, during the Honeoye millers' suits, the chief engineer testified that it would be 1895 before the city would need the 9,000,000 gallons it was proposed to draw from the lake, and so late as 1885 statements of the same official have been published which indicated an increasing use of water, but still an abundant supply.

Of course, in the face of these and other facts not necessary to be detailed here, the announcement, shortly following the order prohibiting the use of Hemlock water for sprinkling, that a line had been surveyed and plans prepared for an additional conduit line, raised a storm of protest, and when it was learned that it was proposed to build this line in such a way as to necessitate the pumping of the additional supply, notwithstanding the fact that the [illegible] is 385 feet higher than the coping of the canal aqueduct, and that a gravity main is now and has been about fourteen years in satisfactory operation from the same point, violent, and not always fair criticism and opposition was at once mani-

[illegible] report [illegible] the joint committee, its employment of Engineers Fteley and Fanning to report, and Mr. Tubbs's challenge of statements in their report. It then says:

The recommendation of the committee is based upon the statement of the two consulting engineers, that the present supply is already inadequate, that a gravity line is not only preferable to the combined pumping and gravity plan upon practical grounds, but that it is the most economical for the city, and the plan proposed will give the water required until the city is relieved from the burden of excessive interest on water works bonds, for the smallest possible cost, and leave the new conduit in shape to be extended to the lake when necessary, and at a time when, by reason of the reduction of interest on the 7 per cent. water bonds, the city is relieved of at least $127,[illegible] of annual expenses, and is by so much better able to pay.

When the suggestion was first made by the experts that a new line should be surveyed that would avoid the ridge at Richmond Mills, Mr. Tubbs expressed his decided opinion that no such line could be found; he stated to the members of the committee that he had gone over the matter thoroughly [illegible] the time the line was built and the line selected by him was, in fact, the only feasible gravity line which could be secured. Messrs. Fteley and Fanning, however, basing their opinion upon the actual surveys made under their direction, and which are now on file in the city clerk's office, assure the committee not only that another line is practicable, but it appears that it is a much better line than the one originally selected, and that had it been chosen when the water works were originally constructed the capacity of the conduit would have been largely increased by reason of the fact that the loss of head by the rise to within seventeen feet of the level of Hemlock lake at Richmond Mills would have been saved.

The conduit from Hemlock lake for a distance of about four and one-sixth miles to a point near Richmond Mills, has a capacity of 19,750,000 gallons per day; but as the line rises at this point out of the valley and is continued over the hills, its capacity is reduced to 9,000,000 gallons per day at the reservoirs; so that there is about 10,750,000 gallons per day more capacity to Richmond Mills than from that point to Rochester through the present pipe.

It is by taking advantage of this fact that it is possible for the city to obtain an additional supply of, at least, 6,500,000 gallons per day by building a conduit of 15,500,000 gallons capacity from Richmond Mills to Mount Hope reservoir; and which will give the city all the water required for ten or twelve years to come, if reasonable changes in the policy of management are made at once.

To do what is necessary to be done in the best and cheapest manner involves much further discussion and consideration of the various questions involved by the engineer employed to take charge of the work, and it is not unlikely that this engineer in sympathy with the general plan outlined by the experts, might be able to show that the duplication of the four and one-sixth miles of conduit from Richmond Mills to the lake should be undertaken as soon as the balance of the new line is completed, and that a slight increase in the size of certain sections of the new conduit would prove a measure of true economy. In assuming that the increased supply would be 6,500,000 gallons per day on the completion of the 15,500,000 gallon duplicate line from Richmond Mills to Mt. Hope reservoir, the committee did not lose sight of the fact that the present pipe over the hill would still be in use and would deliver about 2,000,000 gallons per day, making in all 17,500,000. Of course it was not desirable to raise this rather nice question in hydraulics, in view of the fact that it had not been explicitly covered by the experts, as even if the additional amount should be only 6,500,000 gallons, it would still be enough to justify the proposed plan.

The cost of this conduit is estimated by the experts at $1,087,426, and the joint committee has advised the enabling act to be drawn for $1,500,000 to provide for the settlement of damages which may be involved and for such other works to secure adequate fire protection and improvements to the distribution as may be decided upon after further discussion.

It will be borne in mind that the recommendation is that the council should be authorized to issue bonds of the city, in the sum of $1,500,000, or as much thereof as may be necessary, leaving it optional with the council to issue these bonds as they may be required. The experts advise the construction of a 36-inch pipe from Rush reservoir to Mt. Hope for the purpose of giving adequate fire pressure, instead of the 30-inch pipe which is included in the estimate given above. They say this will involve an additional outlay of $100,000. The duplicate conduit line from Richmond Mills to Mt. Hope reservoir will undoubtedly give the city at least 17,000,000 gallons in all per day.

When this supply has been appropriated, if not before, it will be in order to build the balance of the new conduit line for the 4 1-6 miles from Richmond Mills to Hemlock lake. The estimate of Mr. Tubbs, based on the extravagant prices paid the contractor for this part of the conduit are, of course, very high; but the committee believes that it is justified in assuming that the city will not repeat its original mistake and that the duplication can be made for not to exceed $300,000.

It will be seen that an expenditure of not to exceed $1,500,000, and possibly very considerably less, would give us the additional water that is imperatively required, at the earliest practicable date, and with the least possible expenditure of money, and will restore an adequate fire pressure; and your committee has no doubt that this is the general plan which the city should adopt and enter upon the prosecution of at the earliest practicable moment.

The report recommends that the city should increase the water rates until the direct income from that source equals the cost of the water. It discourages the idea that metering would solve the problem and holds that this course would only tide the matter along for three years at least. It concludes with this statement: "While we have advised the procurement of an additional supply, we insist, not only on the importance of getting it in the cheapest way, that is by gravitation, but we urge that there seems to be no doubt that our city has reached a point in its development which renders it imperative that thoughtful discussion of all the economic questions involved in the management of its water supply should be undertaken and promptly acted upon by those who have it in their hands."

THE CHAMBER OF COMMERCE.

In selecting L. P. Ross as its president, the Chamber of Commerce has made an admirable choice. He is a good type of the earnest, conscientious, public spirited citizen, as well as the energetic and successful business man.

The report of Mr. McClintock shows that the Chamber of Commerce has got in its secretary a man of ideas. As one of the champion suggestors of the country, he is in the right place among a lot of hard-working merchants and manufacturers, whom he can rouse out of their interest in special departments to consider all manner of schemes that only the general observer is likely to think of. And the secretary is not merely a man of projects. He is a worker and stands loyally to an idea when it is worth backing. He is still urgent for water storage and natural gas, to say nothing of minor schemes. If one idea in ten is carried out the secretary may well rank among our benefactors.

The review of the year shows that the Chamber of Commerce has been very active, [illegible] in [illegible] if it keeps on as well as it has begun it will prove of the greatest value to the city.

ENGLAND AND PORTUGAL.

On Saturday the British minister to Portugal delivered to Senhor Gomes, the Portuguese minister of foreign affairs, the ultimatum of England, demanding the recall of the Portuguese forces, officials, and expeditions of every kind from the banks of the Shire, beyond the confluence of the Ruo and south of the Zambesi, and from Mashonaland, in southeastern Africa. The king immediately convened a cabinet council and after long discussion yielded to the demands of the superior power.

This surrender infuriated the people, and mobs paraded the streets yelling "Down with the ministry," "Viva Pinto," and "Viva Portugal." An attack was made on the British legation, and the republican newspapers added to the excitement by inciting the people against "the cowardly government of Portugal." Yesterday the cabinet resigned in a body and the greatest excitement prevails in all the large cities. The republican feeling is very strong in Portugal and it would not be surprising if the monarchy were overthrown before the present trouble came to an end.

England's action in this matter has been characteristic. She never hesitates about taking what she wants from a weak power. The Shire region, which Portugal agrees to evacuate, lies north of the Zambesi and includes all that river, valley, and the surrounding highlands between Lake Nyassa and the Ruo river, about 200 miles south of the lake. Mashonaland is a large district about 150 miles south of the most northern part of the Zambesi. The *Sun* says:

Portugal bases her claims to these regions upon a series of conquests and discoveries made by her forces and explorers from two to three centuries ago. The records of these early events give us very little idea of the country, and our present knowledge of them is derived almost wholly from the discoveries of British explorers. Until after recent British activity in these regions, Portugal had not been heard of there for over two centuries.

The British contention is that Portugal long ago forfeited all claims to these regions by her failure to occupy or control them, and that she never thought of reviving the ancient claims until after British interests in these districts were developing, and a large part of them had already been declared to be within the British sphere of influence.

Whatever may have been the merit of the controversy, this much, at least, is certain—that England should have arranged for a settlement of the dispute by arbitration.

THE WATER QUESTION.

The report of the committee on water supply to the Chamber of Commerce is a clear, strong document.

It is plainly the conviction of the able members of the committee that the city needs more water; that no meterage system can prevent the need; that the increased supply should be drawn from Hemlock lake; and that it should be procured through a gravity line.

In discussing the recommendation of this committee made formerly, we assumed that the plan proposed for a new line was one including a reservoir from Richmond Mills to Hemlock village; but that interpretation, though justified by a certain indefiniteness in the recommendation, was erroneous. At least the recommendation as now made is a different one. It is for a new line from Mount Hope reservoir to Richmond Mills. The theory is that the 36 inch pipe in the valley there has a capacity of 19,750,000 gallons a day and that it loses 10,750,000 of this capacity in rising out of the valley along the old line over a sharp hill, nearly as high as the level of Hemlock lake. It is proposed to tap the old pipe in the valley by a new pipe line with a capacity of 15,500,000 gallons, and following a more advantageous grade to the city. The idea is that the old pipe tapped in the valley at Richmond Mills will pour into the new pipe the 9,000,000 gallons now delivered and 6,500,000 surplus; and that 2,000,000 gallons more of the surplus will go through the old line over the ridge. The whole supply will then be 17,500,000 gallons.

This scheme is a plausible one and there is the best known, if not actually the best, expert opinion in the country, to vouch for its feasibility. But nevertheless its feasibility has been seriously questioned. It has been suggested, not by Mr. Tubbs, but by other authority, that the old pipe, which is of sheet iron, if tapped at the Richmond Mills valley, will, for certain local causes, combined with the action of certain hydraulic principles, be subjected to the possibilty, or even the danger, of a collapse. It has been asserted also that the condition of that pipe is not, in all probability, such as to ensure, even if there be no collapse, the theoretical surplus of 10,500,000 gallons or that of 8,500,000 which the committee reckon on.

As the committee look to the extension of the new line at a future day to the lake from Richmond Mills, why would it not be well, in the face of the difficulties suggested in connection with the plan for tapping the old pipe at the latter point, to put the new line straight through to the lake at once? That course would leave us the old line as it is and it would give us a new and independent line complete; so that the city would be doubly secure.

If we are to have an increased supply from this source, it should be a gravity supply; and it seems hardly worth while to stop short with the new pipe within four and a half miles of the lake.

ROCHESTER MORNING HERALD
[illegible]Y, JANUARY 15, 1890.

CHAMBER OF COMMERCE ELECTION.

The HERALD takes pleasure in extending its congratulations to L. P. Ross on his election as president of the Chamber of Commerce and to that body on its wisdom and good fortune in securing such an officer. Mr. Ross is universally esteemed and respected not so much because of his success as because of the qualities that have made him successful. He is enlightened, enterprising, and generous as well as a business man of sterling honor and integrity. His address upon accepting the office was a happy effort and afforded additional proof that the Chamber of Commerce had made no mistake in choosing Mr. Ross for its president.

All the officers elected are business men and citizens of high standing. The secretary is chosen by the executive committee but, we assume there is no question as to the retention of Mr. McClintock in that office. He is remarkably adapted for the place, a man of high professional ability as an engineer, fertile in suggestions, indomitable in energy and devoted heart and soul to the development of Rochester's business interests. The Chamber of Commerce is doing a good work for the city and we are sure its activity and usefulness will not be abridged under the official administration of the new year.

PLAN FOR A WATER SUPPLY.

In an article on the water question based upon the report of the committee of the chamber of commerce, noticed by the HERALD yesterday, the Post-Express asks:

As the committee look to the extension of the new line at a future day to the lake from Richmond Mills, why would it not be well, in the face of the difficulties suggested in connection with the plan for tapping the old pipe at the latter point, to put the new line straight through to the lake at once? That course would leave us the old line as it is and it would give us a new and independent line complete; so that the city would be doubly secure.

How serious the difficulties noted really are we cannot say, but the additional expense of running the proposed new line clear through to the lake instead of stopping at Richmond Mills would not be so great as to make it a very serious matter to our taxpayers, while such a line, complete from the source of supply to the place of consumption, would make a clean and complete work which would at once dispose of all difficulties growing out of a deficient water supply. We believe the people of Rochester generally are disposed to approve a wisely devised plan which will dispose of this water supply question for years to come. So much has been published in the press of this city for a year or over that they can consider and judge any plan that may be submitted intelligently and sensibly. They appreciate the water privileges they have enjoyed in the past, notwithstanding the extravagant cost of the system, and are too intelligent to expect or desire to get along on a short supply in the future. The health, the comfort and convenience, and the business prosperity of the city are largely dependent upon a wise solution of this problem. What is to be done should be done thoroughly and well.

Fire Alarm Apparatus.

C. A. White of Boston, the president of the Eco-Magnetic watchman's clock company, and W. L. Denio of this city have a new system of fire alarm apparatus on exhibition at the chamber of commerce rooms. It is attracting considerable attention.

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Historic Scrapbooks Collection

Democrat and Chronicle
JANUARY 15. 1890.

THE CHAMBER OF COMMERCE.

The exhaustive annual report of Secretary McClintock to the Chamber of Commerce is not only a gratifying resume of the benefits which the Chamber has conferred upon the city, but it is also most encouraging as enhancing the promise and potency of what may still be accomplished by the active and enterprising business men who are identified with it. Meeting a gentleman, yesterday, who is somewhat skeptical of the good that may be accomplished by such an organization he asked to state anything that it has yet done. We might state many things, but, if we could state but one thing, which we shall here specify, we should regard it as a complete answer to the question. If the Chamber had done nothing more than to associate the business men of the community together, to enable them to exchange views, to bring them into pleasant social associations, its value would be inestimable. In other words, the organization is of immense benefit simply because it is an organization—because it welds in one harmonious whole so many and such varied interests, because it provides a center for the exchange of opinions, and stimulates a united effort for the development of trades, industries and prosperities of the city.

It deserves to be, because it is, and no intelligent citizen can have failed to have observed the beneficial effects that have followed its institution merely in the concentration of effort which it has secured. Its members take pride in the Chamber because they know how influential it may be when it sets about the attainment of any desired result. Let us illustrate. The community is substantially united upon the need of an additional water supply, however individuals may differ concerning the method of procuring that supply. For this unity of sentiment we are largely indebted to the Chamber of Commerce, which appointed a committee to investigate the subject, and which committee employed two of the most distinguished experts in the country to make the proper investigations. The experts reported, the committee adopted their report, the substance of which was subsequently approved by the Chamber, and, we believe, is also approved by a majority of our citizens. Is it said that the committee acted in conjunction with a committee of the Common Council, and that the city defrayed the principal portion of the expense of the investigation? It is answered that the Chamber gave inspiration and direction to the movement for the additional water supply, although it must also be conceded that the persuasive pleas of Chief Engineer Tubbs, who differs with the foreign experts in method, but not in substance, added very materially to the demand for more water. We use this simply as an illustration of the impetus the Chamber may give to a movement when it works therefor.

Beyond this, however, the report makes gratifying exhibition of the prosperities and possibilities of this beautiful city. The business transfers, achievements, enterprizes and prospects all pass in rapid and almost bewildering review before the mind when portrayed by the facile pen of Secretary McClintock. The panorama of industries is certainly a brilliant one. The new capital that has been enlisted in our activities, the propositions that await our consideration, the greater railroad facilities that will soon attend us, the plans for bringing natural gas to our doors, the magnificent scheme for water storage, the possibilities of South American trade, and the intelligent schemes for advertising the advantages of our city all attract attention and furnish us with renewed pride in our rapidly developing municipality and in the Chamber of Commerce, which can and will do much in expediting that development.

The Chamber starts the new year under the fairest auspices. L. P. Ross, the president, is one of our brightest and most progressive merchants, keen-witted, public-spirited and energetic. He is a man of ideas and knows how to impress his ideas upon others. He is proud of the city, wherein he constructed his fortunes, and will take a laudable pride in making the Chamber of Commerce an efficient agent for expanding, benefiting and beautifying the city. The board of directors is admirably selected for the character of its members and the diversity of interests they represent, and the secretary has already abundantly revealed the sagacity and fertility of his thought and the energy of his action. In a few days the Chamber will have its annual banquet, where with good cheer and flowing wit it will, like Walt. Whitman, sing itself. We know of no association that has a better right to celebrate itself.

ANOTHER WATER LETTER

John Bower Further Expresses His Views on the Subject.

THE LOCAL METER SYSTEM

Mr. Bower Criticizes Alderman Selye's Tables and Gives the Number of Meters in Use in Several Large Cities of the Country.

To the [illegible] DEMOCRAT AND CHRONICLE: [illegible] Alderman Selye [illegible] I see by your issue of yesterday [illegible] has [illegible] certain incongruous, improbable and even absurd statements he has put forth in relation to the cost per annum for repairs, etc., of running water meters in other cities than Rochester. [illegible] also that [illegible] "either through ignorance or otherwise" I [illegible] persist in misrepresenting the data which he obtained in his trip to Providence, R. I., and other places, "solely for the purpose of meeting" certain statements I had made "concerning the average cost of meters," etc. He then proceeds to fulminate the following, which, to a nervous man, might seriously disturb his slumbers, if nothing worse befel: "I had heard upon authority that has since been proven correct, that Mr. Bower was employed making figures in the matter of meters and that he was using 'Rochester figures' as data in order to promulgate the great cost of meters, the repairing and maintaining of the same." "Employed," was I? By whom? Do give me and the public your authority, Mr. Alderman, which you claim has "been proven correct."

For the present I have simply this to say, viz: that there is not an iota of truth in the imputation, in any respect whatever. I have been using "Rochester figures" of my own accord, without any prompting from any source, and to serve no other purpose than to give the public facts. I have no other aim in view, and hence when the Alderman assumes, as he does, that I am acting as an attorney or advocate, and make such disclosures at times as to show that I am giving the case away, he reasons on utterly false premises. If the facts I give—and I take pains to verify my statements—are in favor of A. or adverse to B., or vice versa, it makes no difference to me at all. And whatever I have said of cost of meters, etc., I repeat is all true, and I am ready at any time to verify any statement I have made of "Rochester figures," even including the Alderman's quotation of what I said in the *Morning Herald* of the 9th inst: "Then by other data, carefully gathered, of expenditures for setting meters, repairs and other expenses, I am satisfied that $8 for each meter per annum is a minimum sum." And after this is the following foolish assumption, which I give as a specimen of what I have said on this subject above: "Well may our water department pray to be saved from its friends after such an exhibit, collated by one of its friends from its own records."

The "exhibit" is here, Mr. Alderman, and you can "pray" to have me silenced as an advocate, or the "friends" removed for permitting such expenditures—just as you take the notion. I am indifferent. If telling the truth will hurt anybody, let it hurt; if it will do them good, so much the better.

And now a few words as to the rest of the Alderman's declarations and general and special exhibits. He repeats substantially what he told us before about cost of meters, etc., in Worcester, Pawtucket and Providence. I quoted his figures of cost of meters and setting in Providence, which, by the way, are by the present figures some 8 cents per meter higher than given in the DEMOCRAT AND CHRONICLE of the 12th inst. By the table presented I showed that 7,623 meters set and in use in that city cost, on the average $24.37 per meter—being much higher than figures of cost given for Rochester. There was no "misrepresenting the data" here, nor, in fact, anywhere else has there been; but the truth is that the Alderman's data is at one time one thing and at another a different thing; and we have plenty of assertions without any proof whatever. Take, for example, the statement that the cost of maintaining a water meter was six times greater than in Providence, and ten times greater than in Pawtucket. What proof has been given of this absurd statement? None whatever. And further, in this line, look at the tabulated statement presented in the Alderman's answer to my letter, published the 12th inst., and analyze and group the facts as we find them, and see what kind of proof they afford of any statements made by the Alderman in his so-called answer.

First, as to the tables. Bear in mind that they are copies of old, stale advertising tabulations gotten up by a meter manufacturing company to push, or promote, the sale of its wares. First, we have a table giving the number of Crown meters furnished to ten cities from the year 1879 to 1886. Second, a table giving the total cost to each city, and "cost of repairs for all causes," being the whole cost for the years included within the dates above named. Third—A table giving the annual cost "for repairs for all causes" to each city from 1880 to 1886. All those tables harmonize with each other, of course; but they do not harmonize with either common sense or rational probability, or with the Alderman's figures obtained in his Eastern travels. I will give one illustrative example as a specimen of the whole matter. In 1886 the sum paid "for repairs for all causes," in Providence, was $211.55. On the last day of that year this city had 7,135 meters in use, so that each metre in Providence for that year averaged a cost for repairs etc., of less than three cents. Wonderful meters those! Elsewhere, in this same letter the alderman says that Providence reports such average cost at 55 cents per meter, which would show a total cost of $3,781.55, in place of the paltry sum named above. and, by the way, are the Alderman's meters perpetual washing machines that require an expenditure for repairs of only a few cents a year? If so, they are about as near perpetual motion as we shall ever get. Is there any other machine in this world that will last for ever, with only a little occasional repairs? Certainly, so far in the controversy, there is no hint even that such is not the fact.

And now a few words about metering in general, and Rochester in particular. This city has to-day more meters in use in proportion to water taps than either Boston, New York, Brooklyn, Hartford or Philadelphia, to say nothing of other cities. Indeed, the last named city had, a year ago, only 253 meters in use, and the whole state of Pennsylvania only 824. The leading cities named evidently do not take much stock in the metering scheme as a panacea to suppress the using of a pretty free supply of [illegible] when the city [illegible] is [illegible] with its water works [illegible] upon any other basis than that which regulates other business transactions.

The cost of the water delivered in the city mains is readily to be ascertained, and it is [illegible] obligation which cannot be evaded. [illegible] the water [illegible] do not meet this obligation the deficiency [illegible] to be [illegible] by a direct tax upon real estate, and the consumer, under the delusion that water is cheap, undoubtedly uses it with less care than he would exercise, if, instead of paying indirectly as is now the case, he was brought to understand the value of water by seeing this fairly stated in his water bill.

It should not be forgotten that this suggestion does not involve any change in the amount of the taxes, but simply such a rearrangement of taxation as will educate the water consumer to a proper economy.

And whilst on this subject, I will venture the opinion that the committee's statement about the relative "cost of inspection and repair of meters in Rochester," etc., is to say the least, a little premature, for any detailed literature on the subject is extremely meagre. You will look for it in vain in "The Manual of American Water Works for 1888," published by "Engineering News," or in the many water works reports so frequently published. Evidently, in a great number of statements we have, there are important factors left out of the figures given.

All this, however, as incidental merely to the purpose of this writing; and now a few parting words about the Alderman's brilliant conception of capitalizing bonds. It is entirely original. No writer on finance, ancient or modern, has conceived it before. It has always ere this been supposed that a capitalized sum, used in the manner quoted, represented interest merely; whilst a bond represents principal and interest. "Bonds are bonds, Mr. Bower and have to be paid sometime," we are grandiloquently told. Precisely so, and the illustrative idea proposed would require the payment of $1,500,000 of them annually. But enough of this. It may, I think, be said of the Alderman as Butler wrote of Sir Hudibras:

> He was in logic a great critic,
> Profoundly skilled in analytic.

JOHN BOWER.

Rochester, N. Y., January 14, 1890.

The Post-Express.
ROCHESTER, WEDNESDAY, JAN. 15.

VETERINARY SURGEONS.

Organization of a State Association in this City.

A meeting of veterinary surgeons is in progress in the Chamber of Commerce rooms to-day to form a state association. The meeting was called to order at 11.30 o'clock. Among the delegates in attendance are: H. E. Rowell, Albion; M. P. Henckley, Buffalo; H. Sutterby, Batavia; Ben Howes, Brockport; A. C. Klicker, Canadee; J. K. Sutterby, Le Roy; M. M. Poucher, Oswego; Wilson Huff, Rome; James Carmite, Amsterdam; John A. Bell, Watertown; W. G. Hollingworth, Utica; E. Bowen, Seneca Falls; and J. G. Hill, Sennett.

The association will be called the "Empire State Veterinary Surgeons' association."

Dr. Stuterby, of Batavia, called the meeting to order. Claude D. Morris, of Albion, was selected temporary chairman. On motion of Dr. Rowell, of Albion, Mr. Morris was made president of the association. He accepted the office in a neat speech. Dr. A. Drinkwater of this city was made vice-president; Dr. N. P. Hinckly, of Buffalo, secretary, and Dr. Dodds, of Canandaigua, treasurer.

EXHIBITS AND ROLLING MILL.

An Interesting Letter Received by Secretary McClintock.

Secretary McClintock of the Chamber of Commerce received the following letter this morning:

I see by one of the Rochester papers that some one from the east has been in Rochester trying to induce the business men to take an interest in an exhibition train. You will please excuse me from offering any advice in the matter, but my pride for my own city and the good people is such that I would hate to see them taking a second place to Worcester or any other town, even the great hub. If the enterprise will pay it will pay to go it alone, say to rent about four good cars at a rental of about one dollar per day each. Fill them exclusively with Rochester products; fit it up with a Shipman engine sufficiently large to furnish power for about forty incandescent electric lights; pay the railroads 3 cents per mile for hauling, which is the usual price for such work, and make an exclusive show under the direction of the Chamber of Commerce. I have no doubt that if the train were allowed a regular commission on sales, it would more than pay expenses. By the way, some time ago there was some talk of starting a rolling mill in Rochester. Yesterday I met one of the best and most successful rolling mill men in Pennsylvania. He is a man of wealth, and is now getting ready to erect a large and expensive mill near here. So far he has secured only the refusal of the ground. He asked me about Rochester as a suitable place for a mill, as he had heard something about the work of the Chamber of Commerce.

Respectfully yours,
JOHN SHERRY.

The rolling mill project has not been dropped by any means. J. Hildreth, of Rome, returned to Rochester this morning. He said to a POST-EXPRESS reporter that he had received assurances from out of town capitalists that if the scheme were started in Rochester they would subscribe for a large amount of stock. The company, if formed, will have a capital stock of $225,000.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 15, 1890.

Water Meter Lecture.

Edwin Darling, the superintendent of the Pawtucket, R. I., water works, arrived in the city this morning and registered at the Powers Hotel. He is the guest of Ald. Selye, who introduced him to numerous citizens. At 4 o'clock this afternoon Mr. Darling meets, by invitation, a number of business men in the Chamber of Commerce rooms. This evening he will lecture at City Hall on "Economy in the Use of Water Meters." All citizens are invited.

The German Insurance Company.

The report of the Rochester German Insurance Company published in our advertising columns to-day shows gross assets of over three-quarters of a million of dollars. This company is not only strong financially, but is especially so in its individual make-up; while its conservative, wise and enterprising management makes it one of the most popular and prosperous in our midst. At the recent annual meeting a semi-annual dividend of 5 per cent, was declared, the year's earnings showing an increase in the assets of over $38,000. The company is congratulated on its prosperity.

Annual Reports.

The following figures are taken from annual reports filed in the County Clerk's office yesterday afternoon and this morning:

Pardee Medicine Company—Capital stock, $50,000, all paid in; outstanding indebtedness, $1,000.

Stecher Lithographic Company—Capital stock, $120,000, of which $500 has been paid in in cash and $119,500 in payment for property; existing debts, not to exceed $48,000.

Woodbury Engine Company—Capital stock, $115,000, of which $55,000 has been paid in in cash and $60,000 in payment for property; existing debts, not to exceed $60,000.

Williams, Hoyt & Co.—Capital stock, $100,000, all paid in; debts, not to exceed $4,000.

Portage Blue Stone Company—Capital stock, $30,000, all paid in; debts, not to exceed $3,100.

H. E. Hooker Company, capital stock $35,000, of which $5,000 is paid in cash and $30,000 in property; debts do not exceed $7,000, of which $5,000 is owing stockholders.

Moseley & Motley Milling Company, capital stock $155,000, all paid in cash and property; debts do not exceed $50,000.

The Kenyon Hat and Fur Company, capital stock $50,000, paid $500 in cash and balance in property; debts do not exceed $10,000.

VETERINARY SURGEONS.

Organization of a State Association in this City.

This morning about fifty veterinary surgeons of Western New York met in the Chamber of Commerce rooms for the purpose of forming an organization. Among those present from out of town were: W. G. Dodds, Canandaigua; O. B. French, Honeoye; H. E. Rowell, Albion; J. G. Hill, Auburn; Joseph Suterby, Le Roy; H. C. Klecher, Caneadea; B. Howes, Brockport; Harry Sutterby, Batavia; N. P. Hinkley, Buffalo; E. Bowen, Seneca Falls; James Cornrite, Amsterdam; D. K. Seltzer, Penn Yan; A. L. Hunter, Watkins; John A. Bell, Watertown; W. G. Hollingworth, Utica; Wilson Huff, Rome; John Wende, Buffalo; M. M. Poucher, Oswego; O. B. French, Honeoye Falls; C. C. Willard, Mount Morris.

It was approaching noon when the gathering was called to order by Dr. Sutterby of Batavia. Dr. Albert Drinkwater of Rochester nominated Claude D. Morris of Bath for chairman and the nominee was unanimously chosen. After some preliminary work the election of permanent officers was declared in order. Dr. Rowell of Albion, named Dr. Morris for president, and he was elected with the same unanimity as when chosen chairman, accepting the position in a graceful speech. The list of officers chosen is as follows:

President, Claude D. Morris, Bath; vice-president, Albert Drinkwater, Rochester; secretary, W. P. Hinkley, Buffalo; treasurer, W. G. Dodds, Canandaigua. After the election an adjournment was taken until 1:30 p. m., when the afternoon session opened and the work of organizing was continued. A banquet will be held at the Chamber of Commerce rooms this evening by the surgeons.

STANDING OF CORPORATIONS.

Annual Reports Filed in the County Clerk's Office.

The following annual reports were filed in the county clerk's office yesterday:

Stecher Lithographic Company—capital stock $120,000; cash paid in $500; $119,500 issued in payment of property necessary to company's business; existing debts $48,000.

Woodbury Engine Company—capital stock $115,000; cash paid in $55,000; $60,000 issued in payment for property; existing debts $4,000.

Pardee Medicine Company—capital stock $50,000; all paid in; no liabilities.

Portage Blue Stone Company—capital stock $30,000; all paid in; existing debts $3,100.

Williams, Hoyt & Co.—capital stock $100,000, all paid in; existing debts not to exceed $60,000.

ROCHESTER MORNING HERALD
JANUARY 16, 1890.

THE Syracuse Herald has this to say of Chairman Loder, of the assembly canal committee: "An Albany report says that the question of Skaneateles water will be considered in the assembly by the canal committee and not the committee on cities. This will not affect injuriously the interests of Syracuse, for Mr. Loder of Monroe county, chairman of the canal committee, is a fair-minded man, and Rochester has all along evinced an admirable disposition to treat Syracuse with fairness in this important matter. This city does not expect anything more than justice, and it certainly will not countenance any action adverse to the welfare of the Erie canal."

A Rochester Train Proposed.

Secretary McClintock of the chamber of commerce yesterday received a letter from John Sherry, urging that Rochester fit out an exhibition train of its own instead of "taking a second place to Worcester or any other town." His plan is to fill four cars with Rochester products, put in a Shipman engine sufficiently large to furnish power for 40 electric lights and "make an exclusive show under the direction of the chamber of commerce."

The H. H. Warner Company.

Special Dispatch to the Morning Herald.

ALBANY, Jan. 15.—Papers incorporating the H. H. Warner company of Buffalo were filed in the office of the secretary of state to-day. The object of the company is the manufacture of medicines and the capital stock is placed at $1,000,000.

BY RAIL TO SOUTH AMERICA.

A dispatch from Washington to the New York Tribune says that the railroad committee of the International congress is now considering, among other things, a grand scheme to unite North and South America by railroad. It is proposed to run it from Cartagena, in the United States of Colombia, up the Magdalena river valley and along the eastern slope of the Andes, penetrating as far as Cusco, Peru, where it is to connect with an existing South American system. From Cartagena northward connection with Mexico and the United States is to be secured over two separate lines. One, a railroad, is to run up through Central America and Mexico, to join the railway system west of the Mississippi; the other, by steamer, is to cross the Caribbean sea and the gulf of Mexico, connecting at New Orleans with eastern lines of travel. An association has been formed by Henry C. Parsons and others to determine whether the enterprise is feasible, and has applied for a charter to the legislature of Virginia. It is proposed to raise by subscription a survey fund of $200,000 with which to send out an exploring party. The scheme is a brilliant one, and, whether successful or not, is doubtless the pioneer of a movement that will some day unite the two continents by rails of steel.

FACTORY SOLD.

Patrick Cox Disposes of His Fairport Establishment.

The P. Cox shoe manufacturing company of Fairport has been sold to a stock company to be known as the Fairport shoe manufacturing company, capital stock $185,000. The following named gentlemen, who, with the exception of Mr. Cox, are prominent business men and citizens of Fairport, are the stockholders: Martin J. Gannon, William Erb, Fred S. Todd, Patrick Cox, Joseph H. Snow.

Martin J. Gannon has held the position of superintendent and has been with the P. Cox shoe manufacturing company 12 years. William Erb is a practical and experienced shoe man. F. S. Todd is a former merchant and an experienced shoe dealer. J. H. Snow is a prominent merchant and a member of the firm of Snow & Parce. Mr. Cox will remain with the new company for a limited time.

The new company intends to boom the business. It gives employment to 300 people, all residents of Fairport and ninety per cent of whom have been in the employ of the P. Cox shoe company since its erection in that town five years ago.

The certificate of incorporation of the new company was filed in the county clerk's office yesterday.

Bank Officers Elected.

The following officers and directors of the Commercial bank have been elected: President, H. F. Atkinson; vice-president, M. F. Reynolds; cashier, H. F. Huntington; assistant cashier, W. T. Fonda; directors, H. F. Atkinson, M. F. Reynolds, H. Austin Brewster, Isaac Willis, Alfred Wright, W. S. Kimball, N. H. Galusha, Charles F. Pond, James W. Gillis, Theodore Bacon, H. F. Huntington; inspecters of election, James Terry, S. B. Raymond, Arthur B. Selden.

VETERINARIANS.

THEY OBJECT TO "HOSS DOCTORS."

State Organization Formed for Mutual Protection—Four Men Who Did Not Have Recognition—Officers Elected.

The veterinary surgeons of this state have donned their war paint and feathers and camped on the trail of the tinkering "hoss" doctor, and propose to remain there until the scalp of every one of the latter in this state dangles from their belts. The veterinary surgeons, who have spent three or four years and several hundred dollars in qualifying themselves for the successful and intelligent practice of their profession, have found that as soon as they have opened an office they are obliged to compete for business with the "hoss" doctor, who is found in every neighborhood village, and also in the larger cities. This individual has never been inside of the doors of a veterinary college and the little he knows about treating animals has been acquired from observation. As might be expected, his ministrations to sick animals are frequently attended with startling results.

But the career of the "hoss" doctor is drawing to a close. Like the bustle, he has got to go. At least so said the veterinary surgeons of this state at their meeting in one of the chamber of commerce committee rooms in this city yesterday.

When the meeting was first called it was intended to be a meeting of the veterinary surgeons of western New York, but when veterinary surgeons flocked into the committee room from points as far west as Buffalo and as far east as Amsterdam, it was an easy matter to denominate the meeting a state affair and the organization effected before adjournment was accordingly called: "The New York State Veterinary Medical Society."

The object of the meeting was to perfect an organization, having for its principal mission the securing of legislation that will protect qualified practitioners in the practice of their profession and prevent unqualified persons setting up as veterinary surgeons. When the meeting was called to order these veterinary surgeons were present: W. G. Dodds, Canandaigua; H. E. Rowell, Albion; J. G. Hill, Sennett; Joseph Sutterby, Le Roy; H. C. Klecher, Canadea; B. Howes, Brockport; Harry Sutterby, Batavia; W. P. Hinkley, Buffalo; E. Bowen, Seneca Falls; James Carnite, Amsterdam; D. K. Seltzer, Penn Yan; A. L. Hunter, Watkins; John A. Bell, Watertown; W. G. Hollingworth, Utica; Wilson Huff, Rome; John Wenda, Buffalo; M. M. Poucher, Oswego; O. B. French, Honeoye Falls; C. C. Willard, Mount Morris; Dr. Whyte and Dr. Albert Drinkwater of Rochester; Dr. Whytock, Warsaw; Dr. McQueen, Hornellsville; Dr. Stevenson, Tyre; Dr. G. H. Roberts, Akron.

Dr. Suterby of Batavia called the meeting to order and Dr. Drinkwater of this city nominated Dr. Claude D. Morris of Bath for chairman and he was unanimously chosen.

The surgeons showed their contempt for the "hoss" doctors as soon as Dr. Morris had been chosen chairman by bouncing four of them from the room. These four "hoss" doctors had drifted into the meeting under the impression that they belonged to the profession. They objected to being run out, asserting that they had registered their names in the office of the county clerk at an expense of $2, and they thought they had just as much right to doctor a horse as a man who had a diploma from a veterinary college. But the meeting did not think so, and the quartette took the elevator to the street, and the meeting went on harmoniously. The following named officers were elected: President, Dr. Claude D. Morris of Bath; vice-president, Dr. Albert Drinkwater of Rochester; secretary, W. P. Hinkley of Buffalo; treasurer, W. G. Dodds of Canandaigua. An adjournment was then taken until 1:30 P. M.

At the afternoon session censors and committees were appointed as follows:

Censors—Drs. Wenda of Buffalo, Suterby of Batavia, Whytock of Warsaw, Hunter of Watkins, and Bell of Watertown.

Committees—Arrangements for next meeting, Drs. McQueen of Hornellsville, Poucher of Oswego, Hinkley of Buffalo; publication, Drs. Hinkley, Dodds, Rowell, Huff and Stevenson; legislation, Drs. Morris, Hinkley, Hollingworth; by-laws, Drs. Hinkley, French, Whyte; constitution, Drs. Roberts, Joseph Suterby, Frank Suterby, Seltzer, Caraite.

The society decided to meet semi-annually and Syracuse was selected as the permanent place for holding the meetings. The initiation fee was fixed at $5 and the annual dues at $2. The important committee is the one on legislation, and it has been instructed to draft a bill for presentation to the legislature, setting forth the qualifications necessary to entitle a man to practice as a veterinary surgeon and imposing severe penalties upon unqualified persons attempting to practice. President Morris made the startling statement that there are 750 unqualified persons in this state posing as veterinary surgeons. Of this number 350 were unable to write their names and were obliged to make an "x" when register-

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

[illegible] work's office.

A recommendation that the society become incorporated and secure a charter, made by President Morris, was adopted.

The leaders in the meeting of the society seemed to have a correct idea of the ability of the press to aid in any good work. Secretary Hinkley of Buffalo, in talking with a HERALD reporter about the aims of the society, said: "We can not accomplish anything without the aid of the newspapers. We feel deeply grateful to the press of Rochester for its interest in our proceedings."

The veterinarians held a brief session last evening, at which President Morris read a proposed act to raise the standing of the veterinary corps of the United States army. The act was ordered spread upon the minutes and the society will use its influence to secure its favorable consideration by congress.

On motion of Dr. Hollingworth, tuberculosis was placed on the same contagious list with pleuro-pneumonia. This concluded the business before the veterinarians and the meeting adjourned without date.

A banquet was immediately held in the lunch room of the chamber of commerce, which was attended by nearly all who had attended the business sessions. It was a very pleasant affair. When the wine was reached, President Morris made a graceful little speech, thanking the press of Rochester for its courtesies and concluded by asking those present to drink to the health and prosperity of the Rochester press. "Let us do it as we used to in college," said President Morris, and immediately there was a clinking of glasses and shouts of "Press! Press! Press!" The banquet was brought to a close at half past ten o'clock.

President Morris was a happy man last night. He has been working about a year to bring about the organization of the veterinary surgeons of the state and has been greatly assisted in his efforts by Dr. Drinkwater of this city.

HOMEOPATHIC HOSPITAL.

Board of Managers Elected—Other Business Transacted.

The annual meeting of the members of the Rochester Homeopathic hospital was held at the chamber of commerce rooms yesterday afternoon. In the absence of President S. J. Macy, Vice-President Hiram W. Sibley occupied the chair. David Hoyt acted as secretary. The annual reports of Mrs. J. H. Stedman, secretary of the board of lady supervisors, and of H. C. Brewster, the treasurer of the hospital were presented and read.

The following board of managers was then elected for the ensuing year: Silvanus J. Macy, David Hoyt, Henry C. Brewster, James S. Watson, Hiram W. Sibley, George Moore, William A. Hubbard, Edwin S. Hayward, Ethan A. Chase, James W. Gillis, Edmund F. Woodbury, John Greenwood and David Copeland. This board will meet soon to elect the officers for the year.

Resolutions of thanks to J. Foster Warner, C. C. Davy and Harris & Harris, for professional services of value to those interested in the hospital were adopted and then the meeting adjourned.

Democrat and Chronicle

JANUARY 16, 1890.

MERITS OF THE METER

Some Things its Use Has Fairly Demonstrated.

NOT EXPENSIVE TO MAINTAIN

Superintendent Darling of the Pawtucket, R. I., Water Works Gives the Results of His Experience—Some Pertinent Questions Answered.

Much light was thrown upon the vexed water supply question last evening by Edward Darling, the superintendent of the Pawtucket, R. I., water works, who read a paper on "Economy in the use of Water Meters," in the Common Council chamber. Mr. Darling came here at the solicitation of Alderman Selye and others who have been studying the meter phase of the all absorbing topic, and his paper was based almost entirely upon his experience with the meter system connected with the Pawtucket water works. While the audience which listened to Mr. Darling was not so large as the importance of the question and the interest of the paper merited all those present were gentlemen who are identified with the best interests of the city and most of them heavy taxpayers.

Mayor Parsons, in his usual happy style, introduced Mr. Darling to the audience and that gentleman spoke substantially as follows:

"In appearing before you at this time, I do so at the request of Alderman Selye and other gentlemen, he having visited the city I represent to get, as he said, some practical results of the use of meters. Having had an experience of over ten years, and having from the first been in favor of meters, I feel that giving you in slight detail the workings of our system will throw additional light on your situation here. You will pardon me if I read from previous papers results and figures which have been produced under the meter system in our city during that time.

"The question I shall speak upon [illegible] prominent and practical points that are to urged in favor of a general meter system for the supply and sale of water. And first, as one of the most important that I shall consider [illegible] distribution of water and the use of meters [illegible].

"In examination of the statistics of different water works, one very marked peculiarity will be noticed, viz.: that in those places where meters are used the most extensively or on the largest percentage of services, will be found the smallest per capita rate of consumption, and *vice versa* where meters are the exception rather than the rule, the per capita consumption is largely increased. This may be a bold step as an introduction, yet nevertheless true, not only in this country, but will hold good if applied to cities of the old world. It is a repeating experience of cities and towns where water works have been long established, that the waste of water forms a very large percentage of the amount pumped or furnished, and as a natural following on the waste, is the increasing expense of maintenance. While a steady growth of the works is to be looked for and expected, a corresponding increase of revenue is the legitimate expectation, and when this fails, we look about us for the solution of the problem, and find that the great factor that disturbs our calculation is wastage.

"The city engineer of Boston, Mass., in a report of 1878, made it a matter of much study and research, and shows the startling fact that about one-half of the water supplied to the city of Boston and its connections, furnished no revenue, and was wasted, and this word does not fully express the matter, for after being wasted it must be taken care of at the expense of the party which furnishes it. Since that time this city has remedied the evil by the introduction of meters to a large extent, and has reduced the unnecessary waste. The superintendent of Pittsburg, Penn., in a report of the Water Works for 1880, sums up the matter of waste in these words: 'The waste of water involves a large pecuniary loss, being at least one-third of the amount delivered into our reservoir.' With these thoughts fresh in our minds for a basis, let us now consider a remedy. It is the sick man who needs a physician, and while it is an acknowledged truism that prevention is better than cure, and those places that have applied the prevention may congratulate themselves on their own good fortune, those places that are troubled with the growing disease of waste and expense naturally turn to some source of relief.

"Another truism here presents itself, viz: The American people are prone to squander that which has cost them neither labor, money or effort to obtain. In short, waste is a law of nature, and the antidote for a waste that assumes a magnitude that threatens and endangers a brother man, we must look for in the law of our being and human nature that leads us to protect self, and may properly be called the love of gain. The saying that to bring a Yankee to life you but need to reach for his pocket, may possibly be true throughout our country, and acting and speaking from this standpoint, it is safe to say let all waste as much as they choose, but let them pay for all they waste as well as for all they need. This proposition is not made in the spirit of arbitrary compulsion, but of justice and equity. Every candid mind will concur in the idea that right demands that he should pay for what he uses and has the benefit of, and further that he has no right to impose an increased taxation on the community by reason of his reckless waste. This brings us to a point where we must prescribe the means of applying the remedy.

"Correct meter measurement presents itself as the only available means that can be applied. This system is fast coming to the front and commends itself by the verdict of the best authorities on the subject. Meters have been used for a long time, but sparingly and in cases of a variable amount of water used, and for large amounts. Recently a more general effort to adopt the plan of meter measurement has been steadily gaining favor, and is strongly urged by water boards to suppress waste, and by consumers as a matter of economy, being unwilling to pay for others' negligence, and looking on this as the most just and honest plan, giving value received for amount paid, which is equitable and a standard law of right from any aspect of the case that may be taken. The expense of such an arrangement may be questioned by some, but the ground that I shall take is this, that money invested by water works to furnish their consumers with meters is well invested. Do not hastily condemn this proposition, but let us consider the matter for a few moments in its bearing to economy.

"To sustain this theory it will be necessary to lay down a few points, and then prove them by actual facts. First, water works can afford to furnish meters to their patrons. In support of this assertion we will take a city of say 140,000 inhabitants. Such a city with services unmetered will, by general statistics, use eighty or more gallons per capita; eighty gallons being a low average in places of this kind. This excessive consumption necessitates an increased supply of pumping facilities that are entirely uncalled for in the case of the city that is supplied with meters. Now the same amount expended for meters that would be required to add pumping facilities or new conduit lines, would place the whole city under measurement and obviate the necessity for extra pumping facilities for the next five or ten years, saving the city the cost of running the apparatus as a net gain. From the books of my office I estimate that of the whole amount of water used in our city, 65 per cent. is used for other than domestic purposes, or in and around residences, and not fairly entitled to enter into the calculation of per capita consumption. This will give about twenty-one gallons to each person per day, including lawn sprinkling and any other general use, as barns, etc. connected with residences.

"In this connection it is but justice to myself, to allude to a meeting of the New England Water Work's Association, where the question was proposed whether the [illegible] be [illegible] assessed by parties paying [illegible] meters registered, with- [illegible] occasion that [illegible] while the revenue might not be materially lessened, yet justice calls for a minimum rate in all cases where the meter is furnished by the town or city, and no hardship to the consumer [illegible] the town or city require him to [illegible] meter. Therefore [illegible] meter every time, and a minimum rate for the water. One reason for minimum rates for metered water exists in the fact that the same time is required to take care of a meter measuring a small as well as a large quantity of water, or nearly so. The office work is nearly equal and a minimum rate prevents the tendency to be too saving for his own good, in the use of water. Now while I would advocate a minimum rate in all cases, I am sure that varied situations and conditions should govern the amount of that rate. Cities may be favored with a gravity supply, or pump their water with water power or be confined to steam pumping, all or either of which conditions would have a variable tendency on the necessary minimum rate. While in Pawtucket $10 is considered just and equitable, I can conceive of a situation where $5 would be an equivalent, and on the other hand where $15 might be necessary. In these situations and under these influences, it is but reasonable to suppose that such interests as would be at stake would be committed only to persons of judgment, and that the rights of all would be considered in fixing a rate that affects not only the town or city, but the consumers also. Lest some one might get a wrong impression from my proposition that the town or city can afford to furnish meters, let me explain that in supplying meters by the town or city, I intended to be understood to supply meters of the general house supply size, and where consumers require a larger than ordinary meter they should pay the difference in cost. To construe my proposition as designed to furnish any size of meter called for would give a latitude of choice that would be unreasonable. Perhaps it will be thought that only one side of the question as to the use of meters has been given a place in this paper; that the interests of the town or city only have been considered. While I maintain that meters are a necessity to the town or city, I also urge their adoption as a matter of economy to the consumer; that in and by the use of meters the consumer may enjoy the advantages to be derived from a general distribution of faucets over his premises for a much less amount than if faucet rates were charged. Though this may seem to be a contradiction of itself, nevertheless practical experience and application demonstrates it as a fact.

"In my second annual report, Feburary 1, 1882, is the following concerning meters:

"During the past year there have been added to the works 363 meters, making the total number on the works 1,422, showing that we have more than one-half of the services metered. The result shows conclusively that this is the most wise and judicious plan of furnishing water, not only to the town, but to the consumer, thereby reducing the waste of water—and here let me say, that the waste of water is a very important factor in the water supply problem of large cities and towns. New York, Brooklyn and Boston have, during the past season experienced great anxiety on this particular point, and I believe these places have now adopted the plan of using meters to a large extent. To illustrate: the city of Newark has 1,000 services with but few meter, the city of Providence has about the same number of services and about five thousand meters. The city of Newark receives for water $190,000. The city of Providence receives for water $260,000. Providence thereby receiving $177 per million gallons, while Newark receives only $52 per million gallons. We receive $128 per million, but it must be remembered that the much greater price charged by Providence for metered water should be considered when comparing the receipts per million gallons with the receipts per million gallons in Pawtucket.

If the waste of water in Pawtucket was in proportion to the waste in Newark, we should be pumping 4,000,000 gallons daily, but under the present system the average for the year has been but 1,068,877 gallons per day. At my connection with the works about three years ago, we had 868 services with 300 meters and were pumping 700,000 gallons daily. Now we have 2,726 services, with 1,422 meters, and are pumping 1,068,877 gallons daily on an average for the year. Then the revenue was at the rate of about $16,000, the past year it has been more than $47,000. I would say that I believe the plan adopted by the water commissioners when they proposed to provide meters for their own consumers was wise and judicious, and that other cities and towns can well afford to adopt the same plan where excessive waste is apparent.

"In my fourth annual report February 1, 1884, I say: The meter system still commands our approval. I continue to think that our plan is one of the best yet devised, though we do not claim perfection. I think under our plan there is as little dissatisfaction as under any plan yet advanced, and almost invariably the dissatisfied ones are those that do not consider the quantity or quality of the butter, but desire to spread it to suit themselves. Nothing can be said but in favor of the use of meters. The town and the consumer are alike benefitted. This may seem a contradiction of itself, yet it is a fact. The reckless waste of water is checked, a benefit to the town; and, all the conveniencies of a general distribution over the premises of the consumer at a minimum cost, hence a benefit to the consumer. In no other way can so fair and equitable rates be assessed as by measurement, and I am no prophet, or the time is fast approaching that shall awaken the minds of those having the care and management of water works to a candid, fair consideration of the cause of and remedies to be applied in order that waste shall be checked, and the solution of the problem will be found in the general use of meters for the sale of water. The condition of our meters at the last general inspection in October was quite satisfactory, as only about 2 per cent of the whole number were found out of order. The expense of repairs, unless the meters are [illegible] each, on an average of the whole number of meters, allowing for time for taking out, resetting, and all expense.

"My fifth annual report February, 1st 1885, says: The call for meters on the works has continued, and a majority of new services are being supplied, while many changes from faucet to meter rates are being made from time to time. The general satisfaction given by the use of meters seems a guarantee for their general use.

"I say in my sixth annual report, January 1, 1886: All new meters are required to stand five tests, each of different apertures, and to be within 3 per cent. of exact on the gross test to entitle the meter to acceptance. We have tested 237 new meters and 122 that have been taken out for repairs; 174 meters have been taken out for repairs: 122 have been repaired in the shop; fifty-two were so badly injured as to require being sent to the manufactory; of those repaired in the shop fifty-two were injured by frost, fire or steam; and the cost of repair was from $2.50 to $4.50 each. Of those sent to the manufactory twenty-eight were entirely spoilt, requiring new meters in their place, and the balance repaired in the shop were out of order either from some natural cause or so slightly disturbed that no expense was incurred to be paid by the consumer. The proper care of meters and the precaution of boxing and packing is again urged as a safeguard against freezing. If consumers will not heed our suggestions in this matter it is not fair to find fault with a bill of repairs that is caused by their own negligence, and is only a source of trouble and inconvenience to the water works. In many cities ordinances have been passed making it incumbent on parties to provide places and protections that are quite expensive. We have endeavored by cautioning and advising to bring about the desired results without what seemed unnecessary expense, but our warnings have, in many cases, been unheeded, and still the parties are not happy when a bill of repairs of a frozen meter is called for. While the question of the general use of meters has been held with difference of opinion in the past, we have advocated meter measurement first, last and all the time. It is convincing proof that we were not in error when we see the opponents from year to year falling into line, and stating that something must be done to stop the willful waste of water, or large expenditures for pumping machinery and supply were inevitable, and acknowledge that the remedy is in a general use of meters. I submit the following table showing the amount paid for water by a family of five persons occupying a house, as charged by different cities:

"In my Tenth Annual Report, December 1, 1889, I say the following in regard to meters:

The practical workings of the meters still maintain the good results which have heretofore been stated, and the confidence in them is fully verified by the constant demand to have the benefits they produce over the faucet rates, as shown by the unusual large number which have been called for the past year. In the 299 new lease 266 meters have been let.

"It is gratifying to know that the consumers are becoming satisfied that the meter cannot register against them. It is only now and then that an exceptional case where we have complaint made, and that is universally where they neglect to keep their fixtures in proper repair, and allow leaks to exist in water closets, or tanks where the overflow into the sewer or cesspool cannot be readily seen.

"We pumped during the past year 1889, about 1,277,000,000 gallons for all purposes, with a population of 55,000 supplied, which equals 63½ gallons per capita but as our city has a large manufacturing interest, the largest amount of water is used for that purpose. I allow 65 per cent of the above amount for manufacturing purposes, 800 hydrants, twenty-seven drinking fountains and fifty street sprinklers, making 830,100,000 gallons. This includes all leakage on the mains, and evaporation in the storage reservoir, leaving 447,000,000 gallons for domestic consumption, equaling 21 gallons per capita. This is represented by 3,274 metered, and 1,787 faucet services, which equals 1,224,654 gallons per day, for a population of 55,000. Now to verify this I will show you the amount used by various situations, by the meter system.

"I have a meter that supplies a village of 1,305 persons, 30 horses, and 180 cattle, mostly milch cows, and 425 employes (in a mill for daily use.)

"From this meter I find they have used during the past year 10,575,250 gallons, equalling 2,900 gallons per day, or 22 3-10 gallons per person.

"There is no restriction in use, but they are required not to waste the water.

"It is delivered into a fountain and then distributed to the families with a much less pressure. I think about thirty pounds.

"This meter has been there six years, and is read once in two weeks. Have found it stopped three times in the six years.

"Barkley, a village containing ninety families, 690 persons, used water from a fountain as follows: 4,437,000 gallons a year, equalizing 17 5-7 gallons per capita per day. All of the faucets were the old style.

Ashton, another village under the same conditions of supply, containing 103 families, 721 persons, used 3,326,250 gallons a year, or 12½ gallons per capita per day. A part of these faucets were self closing.

"Another situation consisting of nine houses, with eighteen families and 100 persons, twenty-six faucets and four hose connections used during the year 1889, 447,750 gallons, equal to 1,224 gallons per day, or 12 24-100 gallons per capita. In these houses there is good plumbing, and no restriction in any necessary use of water. Part of these faucets are self closing. This has been the result for the past six years.

"Two blocks, side by side, one containg sixteen families and eighty-eight persons used 240,000 gallons per year, per capita for one person, 8 gallons a day. The other block [illegible] twelve families and seventy-[illegible] 810,000 gallons a year, or [illegible] per capita a day. [illegible] with no bath rooms or water closets or sill cocks.

"A boarding house, using a meter, used 150,000 gallons a year. Two blocks, containing eight families, and eight faucets were added, the company agreeing to pay the keeper of the boarding house $20 a year, (faucet rate) for each block. The first year after the blocks were added, the same meter showed a use of 700,000 gallons of water. Of course, the keeper was dissatisfied. We inspected the blocks and found five faucets leaking; they were repaired, and the next year the meter showed a use of 244,000 gallons, showing *a waste* of 476,000 gallons a year by leaking faucets.

"We have 1,000 metered services that do not exceed the $10, minimum price, and yet these families have all the faucets they want. Including hose connections for sprinkling down the lawn, and in many cases water closets and bath rooms, where they keep their fixtures in good order.

"I find from the meter books that at the April reading, 1889, there were 4.6 per cent. of meters out of order; July, 1889, 1.3 per cent. of meters out of order; October, 1889, 1.7 per cent. of meters out of order; January, 1890, 1.5 per cent. of meters out of order; equaling 2.26 per cent. per quarter, or 9.1 per cent. for the year. The April reading will detect all meters that have been frosted during the cold months; also in some cases the rust will let go in the service pipe when the frost penetrates the ground and stops the meter; this is the reason for the much larger per cent. of meters out of order in April. We use one inch tarred iron pipe for family service, except where the owner desires lead, and in that case he pays the difference in the cost. For all repairs on meters incident to general use, the city is responsible. For repairs caused from frost, steam, or abuse of any kind, the owner of the premises is responsible, and pays for damages from such causes. I find by separating my account of expenses, that the cost is less than 30 cents per year, on an average, for the care of and reading of all our meters. Our water is very free from sediment as it passes through four feet of gravel and charcoal before it enters the pumps.

"At the completion of our works in September, 1879, it was voted that hereafter meters be put in at the expense of the town in all cases where the consumer had over two faucets, except where a consumer desired a larger size than the commissioners deemed necessary, in which case the price of an ordinary sized meter would be deducted and the balance of the cost of the larger meter be paid by the consumer. I believe Pawtucket was the first town to adopt that system in this country. This ruling seems to have met with general favor, and the number of meter takers has rapidly increased since. Our minimum price is $10 in advance for all meters, allowing them to use 33,333 gallons, thus enabling the mechanic or laboring man who owns a little home, or a capitalist, who builds and rents tenements, to have all of the luxuries of the rich man in his mansion in the use of water, and the result is that the average amount received is about $16 a year for that class of meters, and under that system the works became popular with that class of consumers. I therefore maintain that is desirable for any city or town to furnish the aforesaid parties on as reasonable terms as can be done.

"In discussing the subject with some superintendents, I was informed that they did not care how much water was used; they could afford to pump it, as their coal only cost $2.50 per ton delivered. I thought to myself what will be the capacity of their pumping plant within a few years at that rate. The same parties have put in larger engines since, and now recommend putting on meters and making a house to house inspection to stop the waste. Another superintendent said he did not care how much water was wasted, as he had just as soon have it run through the faucets as over the dam. He had the gravity plan and quite a long distance to convey his water. The result I predicted was he would lose the head by the friction on the pipe, which has been partially demonstrated since. I might enumerate many such incidents, but time forbids. I maintain that you cannot afford to waste water under any circumstances, and especially where you have to pump it. My experience is that we receive revenue enough over and above what we would receive "by the use of meters," caused by poor plumbing, leaking in water-closets, or the cock and ball in tanks, and other ways that are unknown, to pay for all new meters supplied, and I believe that the experience of others will endorse my statement.

There is but one situation that I can conceive where meters are useless, and that is where you have an unlimited supply on the gravity plan, and that situated close to your city or town where the expense will be comparatively small to put in large mains enough to protect the friction on the pipe, with sewerage sufficient to deliver the same; then you could allow them to use and waste all the water they wanted to. I sometimes think I should like to see one situation, if it could be found, where a works could be established and allow many people that can be found in all cities to move there and enjoy their wasteful propensities to the height of their ambition. What a record we should see, and I believe that the curiosity to know what the result was would induce the superintendents of the country to "chip in" and procure a meter to be placed on the main supply. The waste of water is getting to be a serious question, and especially where it has to be pumped into reservoirs and settled, then repumped into the city, or where they have an unlimited supply, and are allowing an unrestricted use of water.

"I believe it costs less to supply and maintain meters than it does to erect pumping engines and storage reservoirs or conduit lines. The cost of coal, while it enters into the expense account, has its bearing where water is legitimately used and paid for, but where it is wasted it has a further value, as it carries with it the cost of machinery, stations, pipe lines and new sources of supply, besides the wear and [illegible] and the pay of the [illegible]. I would like to learn the experience of superintendents in regard to the effect of extreme cold weather has upon the daily consumption of water. I have about 1,800 services unmetered, with from one to two faucets. Now my experience is, let it come cold nights and we are obliged to pump 500,000 gallons more per day to supply the waste from these services alone, for the other ones are metered and we receive pay for the water. Please make a comparative estimate from your own situation.

"We find another trouble with unmetered services. The faucets will leak and remain so until the inspector comes around, then they will be stopped; but where the meter is placed they do not wait for the inspector because it costs money. Another result we get is where we find services are excessively used, where there are only two faucets, we put a meter on and invariably we receive a revenue over and above the faucet rates, which will pay for the meter, sometimes the first year and sometimes in two years, but invariably we get paid for the meter. And yet the person is perfectly satisfied when you show him he is necessarily using the water and at the rate of 1 cent per barrel. It must be borne in mind that the unmetered service can and does waste more than the metered, even where they are willing to pay for the waste, as they have no restriction except the inspection. The rules may provide for penalties, but what do consumers care when the inspector's back is turned, and what do they care whether the faucet is shut or not, it costs no more. Show me a city or town where they do not use meters, with but few exceptions, and where they have a systematic house-to-house inspection, and I will show you pumping plants in excess of what ought to be, and a per capita of consumption that will astonish you. I do not pretend to say that the meter will apply to every situation, but I do mean to say it will apply to a large majority. The meter system produces good results, as it shows to each and every one that they are used alike, and gives them equal privileges at the same cost. In fact they pay their bills seemingly with pleasure, and I may add that during the collections of the past ten years, and receiving over $600,000, I have never had a single one come into the office with a grievance but what, after an explanation, left entirely satisfied and paid his bill.

As a result of the meter system in Pawtucket, in 1879 our works had cost over $600,000 and the revenue was $16,000 for that year. It was thought by many that we could never pay the interest on the debt, but in 1882 the revenue was $47,000, and the commissioners reported that they were able to pay all interest and maintenance accounts. Since 1879 we have increased the debt from year to year by building necessary dams, reservoirs and pumping stations, so that it now amounts to about $1,550,000, and we have paid all maintenance and interest accounts on the same, and passed into the sinking fund and construction account $72,000 beside. Our works are now fitted to do the necessary work for many years to come without any large expenditure of money, and an increase of revenue is sure to follow.

"You must also remember that our rates are as low or lower than the majority of other water works, under similar circumstances. Our revenue the past year was $104,000, using 3,500,000 gallons per day, and supplying a population of about 55,000 with a consumption of 65 per cent. for purposes other than family use.

"I desire to say a few words in regard to the correctness of meters. We all know that the consumers of water in case their bills overrun doubt the correctness of meters. Now, in my experience I have never seen an instance where I had occasion to think that the meter had registered against the consumer, but on the other hand I know that there are circumstances where the meter will pass water and not register. This subject was very generally discussed in 1884 at Cincinnati, and our late associate, W. C. Stripe, offered the following resolution:

Resolved, That it is the opinion of this Association that water meters do measure water generally correctly, and that where they make mistakes it is invaribly in favor of the consumer.

"Since that time I have had experiences which verify that opinion and I make it a rule that where the consumer doubts the correctness of his meter he shall devote his personal attention to seeing the meter put under test, and verify the correctness himself. I have never yet had a case but what he went away perfectly satisfied that the meter could not register against him, and I may say that quite a number have availed themselves of this opportunity.

I would say that from an experience in the use of meters, in all forms (to which I attribute a large proportion of our success.) I do believe that it is advisable for cities, towns or corporations as a rule, to furnish and maintain what would be called a family meter at their expense (except in case of frost [or abuse) and charge it to the construction or maintenance account.

"In conclusion, I would state that I have made a careful study of the report of your special committee, and consider the statements and facts they have presented to be plain and comprehensive, and I believe they would be fully verified in regard to meters, if your city government should adopt their recommendations and see that they are judiciously executed."

When Mr. Darling had concluded Alderman Selye stated that the lecturer had consented to answer any questions that might be asked him concerning the matter under discussion, and the result was a lively "quiz" which lasted for more than an hour. Many additional interesting facts were elicited. In reply to a question of George C. Buell, Mr. Darling said that politics are entirely eliminated from the water works management in Pawtucket. The superintendent himself has charge of all expenditures, the employment of all labor, the extension of the works, and is responsible to a water board, composed of three members, who are elected for a term of three years [illegible] without pay. The present

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years.

In reply to a question of W. H. Gorsline, Mr. Darling said that meters have been greatly improved in the last few years; that the average life of a meter is believed to be twenty years.

Not a drop of water was sold to any consumer for less than cost. Other questioners were Dr. Adams, Dr. Mills, the owner of the Mt. Morris Water Works; Clinton Rogers, Alderman Selye, Sidney B. Roby, and A. S. Mann.

A vote of thanks was extended to Mr. Darling. In return, that gentleman extended an invitation to any and all who wished, to visit Pawcucket when he would give them opportunities to verify the truth of the statements he had made.

The City and the Erie.

A conference was held yesterday afternoon between the committee of the Common Council and the officials of the Erie railway relative to the Alexander street bridge matter. The conference took place in the city clerk's office. Aldermen McMillen, Judson and Tracy of the Council were present. The officials of the railway present were Superintendent Thompson and Land Agent Finch. The conference was private, but at its close the members of the committee stated that no line of action was arrived at. City Attorney Ernst, also representing the city's interest was present.

ESTABLISHING A STANDARD.

Veterinary Surgeons Forming a State Association.

The New York State Veterinary Medical Society was organized at the Chamber of Commerce yesterday with the following members: E. E. Bowens, Seneca Falls; John A. Zell, Watertown; James Carnite, Amsterdam; M. W. Carrier, Rochester; W. G. Dodd, Canandaigua; Albert Drinkwater, Rochester; O. B. French, Honeoye Falls; B. Howes, Brockport; A. L. Hunter, Watkins; J. G. Hill, Auburn; W. G. Hollingworth, Utica; Wilson Hoff, Rome; N. P. Hinkley, Buffalo; D. Leary, Medina. Asia M. McQueen, Hornellsville; Claude Morris, Bath; M. M. Poucher, Oswego; H. E. Rowell, Albion; G. H. Roberts, Akron; W. S. S. Stevenson, Tyre; H. Sutterby, Batavia; Joseph Sutterby, LeRoy; Frank Sutterby, Lyons; D. K. Seltzer, Penn Yan; John Wende, Buffalo; Joseph Whylock, Warsaw; and Dr. Whyte, Rochester.

The meeting was called to order by Dr. Harry Sutterby, of Batavia, and the following officers were elected; President, Claude D. Morris, Bath; vice-president, Albert Drinkwater, Rochester; secretary, W. P. Hinkley, Buffalo; treasurer, W. G. Dodds, Canandaigua. Resolutions were passed favoring legislative action towards establishing a fixed standard of practice among veterinary surgeons. A resolution was also adopted asking Congress to fix the rank and standing of the veterinary surgeons connected with the United States army. The society decided upon Syracuse as its headquarters and the semi-annual meeting will be held in that city in July.

The society closed its session last evening with an elaborate banquet served by Myers in the rooms of the Chamber of Commerce.

The H. H. Warner Company.

Articles of incorporation of the H. H. Warner company were filed in the county clerk's office this morning. The incorporators are H. H. Warner, J. Moreau Smith, John P. Palmer, John M. Ives and George H. Taylor. The capital stock is placed at $1,000,000, divided into 10,000 shares.

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ROCHESTER, N. Y., JAN. 14, 1890.

CHAMBER OF COMMERCE

PROCEEDINGS OF THE ANNUAL MEETING HELD LAST EVENING.

Interesting Report Submitted by the Secretary—The Additional Water Supply Committee Submits a Report—L. P. Ross Chosen President for the Ensuing Year.

There was a large attendance at the annual meeting of the Chamber of Commerce last evening and much interest was manifested in the proceedings. Vice-president H. C. Brewster occupied the chair in the absence of President Wm. S. Kimball. The election of officers took place during the meeting. The tellers were Charles P. Ford, John M. Ives and Charles H. Babcock. The election of president was first declared in order. Of the nominees reported by the nominating committee, H. C. Brewster, D. M. Hough, A. S. Hamilton and George H. Newell withdrew in favor of L. P. Ross, for whom the secretary was then instructed to cast one ballot on motion of H. S. Mackie. Mr. Ross was called to the platform and delivered an address gracefully thanking the members for the honor conferred on him, pledging his best efforts for the success of the chamber and asking the co-operation of all members.

The election of vice-presidents resulted in the choice of H. C. Brewster, first vice-president; Wm. C. Barry, second vice-president; and Arthur S. Hamilton, third vice-president.

Trustees were chosen as follows: L. P. Ross, H. C. Brewster, W. C. Barry, A. S. Hamilton, Henry Nichols, H. B. Hathaway, F. J. Amsden, A. M. Lindsey, Frederick Cook, P. M. Hough, E. T. Curtiss, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, W. C. Barry, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Myers, William H. Gorsline, John F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates and S. G. Curtice.

Reports of officers and committees were heard previous to the election.

Treasurer H. B. Hathaway presented his report of the funds of the chamber for the year ending December 31, 1889. The amount in the general fund on that day was $194.55, and in the expert fund, $130.91. The cash in the hands of the secretary amounted to $70, and the total balance on hand was $395.44.

T. B. Griffith of the building committee, reported that much valuable information had been collected as to similar enterprises, and he was confident of the success of any building plans the Rochester Chamber of Commerce may adopt. The committee was not prepared to submit a formal report.

The Secretary's Report.

Secretary J. Y. McClintock's report, which was accepted and ordered published, was read. It is given complete as follows:

Mr. President and Gentlemen of the Chamber of Commerce:

CHAMBER OF COMMERCE.

The annual meeting of the Chamber of Commerce was held last evening and officers were elected for the ensuing year. The choice for President fell upon the worthy shoulders of Mr. L. P. Ross, the extensive and well-known shoe jobber, whose business capacity and energy are a sufficient guarantee that the organization will not lag under his inspiration and direction. The names of the other officers and numerous board of directors will be found in the detailed report of the proceedings elsewhere. Mr. J. Y. M'Clintock was of course re-elected Secretary. His report of what has been attempted by the Chamber of Commerce, what it proposes to do, and what other people have done in the way of business enterprise, will be read with peculiar interest by all who have an appreciative sense of the growth and prosperity of Rochester.

Certificate of Incorporation.

The certificate of incorporation of H. H. Warner & Co. was filed in the county clerk's office this morning. The incorporators are H. H. Warner, John P. Palmer, John M. Ives, Joseph L. Lackey and Charles J. Spaulding. The object stated is the manufacture of medicines, proprietory remedies and yeast. The capital stock is $1,000,000 divided into shares of $100 each. The trustees for the first year are H. H. Warner, J. Moreau Smith, John P. Palmer, John M. Ives and George H. Taylor of New York city.

The company is incorporated for the purpose of carrying on the United States department of the business. The foreign business will be carried on under the old name.

CRUPP MAKE GUNS IN PENNSYLVANIA.

A STORY THAT THE GREAT PLANT AT ESSEN IS TO BE REMOVED TO NEAR PITTSBURG.

Pittsburg, Oct. 25 (Special).—This evening's "Chronicle-Telegraph" says: "Herr Krupp, the great gun maker of Essen, Germany, is strongly considering the advisability of coming to this city and building a plant after the model of his great factory in the Rhenish provinces. Several representatives of the famous gun man have been in the city during the last month or so gathering all kinds of information which would warrant such a plan. One of these said: 'There are a good many reasons why my master wishes to remove his plant to this country, and especially to this city. The first is the fact that Europe may at any moment become the scene of a great war. Of course, in such a case, Krupp would have to stand by his fatherland, and from patriotic considerations he would manufacture guns for Germany alone. Now, as all the world knows, Krupp makes more guns than any other firm in the world. If, therefore, our plant were established in a neutral country, we could furnish our guns to any power. But, apart from that, the natural advantages of Western Pennsylvania are so tempting, and their value has been so conclusively shown to Herr Krupp, that he is favorably inclined to removal.'

"'But you do not mean to say that he is going to remove his entire plant, bag and baggage, into this country?'

"'Yes, I do. Do not forget that Krupp is a young man. Since his father died the young man has developed all kinds of notions, and he will not stop until they have materialized. I know that a syndicate has offered him 100,000,000 francs for his plant in Essen; and whether or not he ever sells it would not affect his plans regarding Pittsburg.'

"'What kind of a plant is it proposed to erect here?'

"'Herr Krupp proposes to buy a tract of land large enough to hold his works, and sufficient houses to accommodate all his employes. A tract of five square miles, I think, is what he is figuring on at present. We employ now about 20,000 men in Essen. The building of a complete town is Herr Krupp's idea, a town which is to be called ex-actly after Krouenberg, the colony of Krupp near Essen. The advantages of natural gas have come to the notice of my master, and he has become enthusiastic over that wonderful fuel. I have the plans of the entire plant and the town.'

"'Where will you locate the works?'

"'I am not at liberty to say that, for obvious reasons. I have the option on the land all fixed, and in such shape that we could lay the foundation of our plant to-morrow. However, one thing I will tell you. It is less than twenty-five miles from Pittsburg, and within easy access of railroads and the river, and close to a large and rich district of natural gas.'"

THE

CIDER AND VINEGAR.

How they are Made at the Lake Mill in Ontario.

[illegible] largest cider mill and vinegar manufactory in the world is situated here. Yet such is the fact, as anyone can ascertain for himself by an examination of the works and comparing the plant with any that is situated elsewhere. The great mill is situated on Moore street between a branch of the Central railroad and the Erie canal, by either of which apples can be brought to the doors of the mill and the finished product shipped. The corporation that now owns the property is the W. B. Duffy cider company whose trustees are ex-Mayor Franklin Edson, New York; Francis King, Rochester; E. C. Bodman, of Mimine, Bodman & Co., New York and Chicago; H. B. Laidlaw of Laidlaw & Co., New York; and O. B. Greene, Rochester. The works were acquired by the present company August 20th, and its first shipment of cider was made October 1st, the train load reaching Philadelphia ahead of all others for the season. It had, however, been shipping three to four cars of vinegar daily since August 20th.

A representative of the POST-EXPRESS made a visit to the works yesterday and ascertained some facts in relation to the manufacture of cider and vinegar in large quantities that may be of interest to the reader. In addition to the plant being the largest on earth, it is also the most perfect, being provided with every appliance that experience can suggest and the highest inventive talent produce, to improve the quality of the cider and vinegar and finish the product at least expense or loss of time. The works are the growth of thirty-seven years, having been opened in 1842 by Edward Duffy, father of W. B. Duffy. Every machine on the premises is situated so as to get the most work out of it with least waste of labor. The great bins for the reception of apples direct from the cars are underneath trestles and the apples have only to be pushed out of the cars and they roll into the bins from which elevator belts carry them to a shaker for cleaning them of sand, leaves, etc., and then to the graters where they are ground into pummace at the rate of 1,000 bushels an hour. From the graters the pummace falls to the presses, of which there are seven, where it receives its first pressure and the bulk of the juice is extracted. When undergoing pressure the pummace is enclosed in cloths. After the first pressure it is run through a picker and again broken apart after which it is pressed a second time to extract the richest juice.

The juice when expressed from the apples falls into vats from which it is pumped to the straining vats on the upper floor of the works.

It is allowed to strain through alternate layers of sand and cloth and after resting in great vats for a time, comes out pure cider, fit for the gods when they run short of nectar. This is sweet cider for present use and none better is made anywhere. So much care is taken in the various processes through which it is put, that when sent out it will keep sweet and delicious for 60 to 90 days. When the cider is to be refined, so that it will keep for years, it is pumped into the monster tuns or vats in the cold-storage building where there are thirty-one tuns, each of capacity to hold three car loads of cider. The total storage capacity of all the tanks in the mill is from 42,000 to 48,000 barrels. The cold storage building is separate from the mill and is a solid cut stone building three stories high.

The preparation of vinegar is one of the most important features of the company's business, and for that purpose it is provided with the most improved apparatus, the Gould generators, an invention by which cider is converted into vinegar in from four to six days. The present vinegar room contains 300 of these generators, each of sixty gallons capacity, but the company is having plans prepared for a new building adjoining the cold storage house, that will hold 1,000 of the generators. The cider from this mill is sold mostly in the south and west, while the vinegar finds its consumers throughout the west and northwest. The pummace which was formerly thrown in the river, is now burned and forms excellent fuel for the furnaces of three large steam engines which run the various machines in the mill.

are kept and misused to the profit of these officials."

FUTURE OF CHARLOTTE.

It is clear that the interests of Rochester and its port at Charlotte are identical and, accordingly, the village should be incorporated with the city. Business men of approved judgment hold, for instance, that Charlotte is the better site for the proposed rolling mills and yet Rochester capitalists may fail to interest themselves in the enterprise unless it is agreed to locate the works within the limits of the city. Again, Lake avenue from the Ridge to the lake affords attractive and healthful sites for suburban residence, and there can be no doubt that it would soon be lined with homes if the territory along the Boulevard to the beach were made a part of the city. Other considerations could also be named as good reasons for the addition of Charlotte to the city. We do not know how its residents feel about it, but we are sure that if they wish to see the port transformed at an early day into an important manufacturing and shipping point they should favor the proposed annexation.

THE BALANCE OF TRADE

SUNDAY MORNING HERALD.

Rochester, N. Y.

SUNDAY MORNING, JAN. 19, 1890.

CHAMBER OF COMMERCE.

In another column to-day we give some good ideas of President Ross concerning the future of the Chamber of Commerce. There can be no possible doubt that his plan to distribute among members tickets of admission that can be used to introduce to other members business men who happen to be temporarily in the city is an excellent one. Much valuable information is sure to result from a free interchange of views and opinions among business men of different places, and then, too, it is much pleasanter for a stranger to be made acquainted in a social way with leading citizens of a city through such a medium as the Chamber of Commerce than for him to meet only the stern features of plain business transactions. Creating in a visitor the impression that this is a hospitable town has its influence as much as giving him the impression that it is a good place in which to make money, and may go as far towards influencing his decision as any tempting offer that may be made to sell him goods. One of the best judges of human nature as well as one of the most successful directors of big projects, Chauncey M. Depew, is a believer in dinners, as a method of developing the best traits of human nature and displacing sordidness by cheerful co-operation. It is, therefore, an excellent idea that President Ross suggests of having monthly festivities among the members of the organization over which he presides. These need not be expensive. As developers of that *esprit de corps* that makes life pleasant as well as profitable they will bring fourfold returns.

Under the progressive leadership of President Ross whose brains are to pilot an organization that has been created and brought to a state of usefulness by his clear-headed and energetic predecessors, Messrs. Warner and Kimball, the efficiency and practical working power of the Chamber of Commerce cannot fail to operate to the great advantage of its members and to the city of Rochester.

Sunday Morning Herald
Jany 19th 1890

A LEADER IN BUSINESS

SKETCH OF THE CHAMBER OF COMMERCE'S NEW PRESIDENT.

Lewis P. Ross as a Clerk, as a Partner and as a Proprietor of Large Business Interests—His Ideas of the Future of the Chamber of Commerce.

Lewis P. Ross, who was accorded the high honor of being elected president of the Chamber of Commerce at its annual meeting last Monday evening, is one of Rochester's young st, brightest and most successful business men. Mr. Ross was born near Mt. Morris, Livingston county, in the year 1844. Most of his boyhood days were, however, spent in Albany county. When only seventeen years of age Mr. Ross came to Rochester. This was in the year 1861. The youthful stranger began immediately to look about him for some means of employment and finally accepted a clerkship in the large boot and shoe store of G. P. Grant whose place of business at that time was located at the corner of East Main and North St. Paul streets, the store now occupied by the large dry goods firm of Burke, Fitz-Simon, Hone & Co. In just four years from the time that he entered Mr. Grant's employ Mr. Ross was admitted to a partnership in the firm and the store was removed from East Main street to Exchange street where a general jobbing business was established. The co-partnership between Mr. Ross and Mr. Grant lasted for about nine years, at the end of which time Mr. Ross became sole proprietor of an establishment which to-day is the largest of its kind in Western New York. The firm continued business on Exchange street for four years and then removed to the Walbridge block on State street where it was located for about sixteen years. Four years ago Mr. Ross removed his establishment to a fine, new five-story brick building at the corner of North St. Paul and Mortimer streets. His success in business has been onward and upward, due in a great measure to his splendid executive ability and in [illegible] the prices obtainable in the country.

Besides his wholesale jobbing establishment Mr. Ross is a partner of the firm of Ross, Levis & Pifer, who manufacture ladies', misses' and children's fine shoes, and who have in their South St. Paul street factory a capacity of about 2,000 pairs of shoes per week. Mr. Ross also possesses an interest in the large shoe factory of P. A. Field & Co., of Beverly, Mass., whose goods have achieved a world-wide reputation. Mr. Ross resides with his family on West avenue in one of the finest homes in that portion of the city.

When interrogated regarding the future of the Chamber of Commerce Mr. Ross stated to a SUNDAY HERALD reporter that during the coming year an effort would be made to make the regular monthly meetings more social than heretofore. It is proposed that merchants who are now but slightly acquainted shall become better known to each other. He favors the idea of giving banquets to which one or more leading business men of the country should be invited and prevailed upon to address the members on the important topices of the day. Mr. Ross is of the opinion that the Chamber of Commerce since its organization, has accomplished a world of good to the citizens and business men of Rochester. The various railroad companies have been more willing to listen to complaints and suggestions brought to their notice through this organized body of business men than they had before such an organization existed. Much good has resulted, too, in the efforts of the Chamber of Commerce to induce capitalists to invest money in business enterprises here. It will be one of the most important duties of the members during the coming year to continue to foster the business of Rochester and to watch carefully that no injustice is done even to the smallest business man by the railroad or other great corporations or monopolies.

Mr. Ross is of the opinion that the building of a fine block by the Chamber of Commerce is but a question of time. He is heartily in favor of such a plan but counsels that steps in that direction should be carefully made and that the site finally selected shall be a first-class one and agreeable to the members of the organization. He does not doubt but that the building would prove to be a profitable investment.

During the ensuing year the plan of giving to each member of the Chamber four tickets to be given by them to such persons as they think would enjoy the privileges of the rooms, will be put in operation. The reading room will be supplied with the very best papers and periodicals, and here it is thought many of Rochester's industrious and thriving young men will pass an evening with much profit to themselves. Other new features will be added to the organization during the presidential term of Mr. Ross, but the latter is quite positive that, even should there be no change in the management of the organization, it will continue to exert, much good to the merchants and business men and is a tree planted to flourish forever.

Rochester Herald.
Jan 17 1890

Water Works.

Editor Union and Advertiser:

What it costs to maintain a gravity system. (See annual report of Executive Board of Rochester, N. Y., for year ending April 1, 1889.):

DISBURSEMENTS.

OFFICE EXPENSES.

Salary of chief engineer	$ 3,450 00
Salaries of clerks in office	8,710 00
Other expenses in office	1,550 21
Office expenses for Executive Board	3,076 56
	$18,793 42

BARN ACCOUNT.

Expenses	3,015 69

SERVICES AND REPAIRS.

Pay of superintend't of repairs	$ 1,491 67
Pay of laborers	18,264 79
Other expenses	2,033 06
Tools, hardware, lumber, castings and other materials	3,097 92
	$25,891 94
Pump house—Expenses	12,201 72
Water meters—Expenses	9,709 72
Storage reservoir—Expenses	763 92
Hemlock Lake—Expenses	8,873 26
Conduit line—Expenses	2,174 49
Sprinkling hydrants—Expenses	2,138 51
City telegraph lines—Expenses	1,760 68
Drinking fountains—Expenses	1,076 86
Water rent—Errors, overcharges, &c., refunded	40 93
Water Pipe Extension—Expenses	$3,921 67

DISBURSEMENT FUNDS.

Honeoye milk sale	$ 300 00
Sprinkling tax rebate	200 00
Office disbursements	20 00
	$ 520 00

SURVEY FOR NEW CONDUIT.

Pay of engineers	$1,305 00
" transit men	345 36
" flag men	88 59
" chain men	162 72
Paid expenses of engineers and men on survey and inspecting route	691 49
Barometer	40 00
Damages to land and crops	15 00
Rockets	7 58
Drawing paper, horse hire, &c	74 04
	$2,729 76

LANDS PURCHASED AT HEMLOCK LAKE.

Land purchased, from Aaron A. Gibbs	$1,200 00
Land purchased from Russell James	66 00
Land purchased from Walter Westbrook	15 00
Cost of recording deeds of above	5 50
	$1,286 50
Hemlock Lake, Sanitary protection	$ 7,485 98
Distributing Reservoir, Expenses during the year ending April 1, 1889	9,027 50

DEBIT, PAGE 59.

Barn Account—Amount due from highway water pipe and fire department funds	$ 720 49
Salary and Expense Account—Amount due from highway water pipe and fire department funds	2,934 03
Drinking Fountain Account—Amount due from highway fund	587 16
Water Pipe Extension—Amount due from water pipe fund	91 02
Sprinkling Hydrant Account—Amount due from several street sprinkling funds	113 04
Disbursement funds	$3,845 74

SUMMARY.

RECEIPTS.

Balance as credited per ledger	$50,818 48
Appropriation in tax levy for water for public purposes	100,000 00
Received for water rents	186,177 33
Received from other sources	50,705 32
	$387,695 13

DISBURSEMENTS.

Paid interest on 7 per cent	[illegible]
Paid operating expenses	111,695 13
	$337,695 13

The impression has been quite prevalent in this city that it is less expensive to obtain water by gravity, though the conduit is necessarily very long and through a hilly country, than it would be to pumpit from Lake Ontario. Will the interested reader now contrast the experience of Rochester with that of Cleveland, Ohio?

CLEVELAND, OHIO, POPULATION 200,000.

From annual report of water works trustees for year ending December 31, 1888, pumping system.

RECEIPTS.

Received for water for year	$401,775 40
" from other sources	13,029 99
Cash on hand Jan. 1, 1889	68,253 52
	$482,058 90

DISBURSEMENTS.

Expended for water works construction	$397,092 74
Paid operating expenses	66,253 64
	463,811 66
Cash on hand subject to draft Jan. 1, 1889	$49,253 64

It will be seen that the operating expenses in Rochester, with a population of 135,000 inhabitants, are about 20 per cent. more than they are in Cleveland with 200,000 inhabitants. The operating expenses of our gravity system are about two and a half times more than the operating expenses of the pumping system in Cleveland, and similar comparisons can be made with many other cities. In addition to this bitter experience we must console ourselves with the hard fact that we have about $350,000 of interest to pay at 7 per cent. water bonds, not redeemable until 1905.

S. B. R.

Union Telegram
Jany 19 1890

CHAMBER OF COMMERCE.

Election of L. P. Ross as President of This Important Municipal Body.

ROCHESTER, N. Y., Jan. 18.—The annual meeting of the chamber of commerce was held Monday evening last. It did a very creditable act in electing L. P. Ross president and the following vice-presidents: H. C. Brewster, Arthur S. Hamilton; trustees, Henry Michaels, H. C. Brewster, H. B. Hathaway, F. J. Amsden, A. M. Lindsey, Frederick Cook, P. M. Hough, E. T. Curtiss, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, W. C. Barry, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, A. S. Hamilton, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Myers, William H. Gorsline, John F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates and S. G. Curtice. The report of the secretary was lengthy and self-congratulatory. Our citizens are congratulated on the nearly $7,000,000 of British gold invested here the past year; the vast amount of money expended by the New York Central, Buffalo, Rochester and Pittsburg, Erie, Western New York and Pennsylvania, Glen Haven and electric railroads; the expenditure of $300,000 by the city in the construction of additional river bridges; the expenditure of $300,000 more by the city for public parks; rejoices in the progress made in the water storage scheme; favors the all-gravity plan for an additional domestic water supply; opposes the metering plan and says, "We shall see the millions of local capital which have been released this year invested in such a manner as to increase the prosperity of Rochester." The report is rose-colored enough and it is to be hoped that the confiding expectations of the secretary will be realized. L. P. Ross, the newly-elected president, is one of Rochester's most worthy and prominent business men—one who has always taken a lively interest in the city's progress and government, and who will prove a worthy successor to the estimable gentleman, William S. Kimball, who retires from the presidency. Mr. Ross is not a visionary man, not given to building castles in the air or seeking newspaper notoriety, and will, doubtless, during his incumbency of the presidency, induce the chamber of commerce to do something practical for the city and its business men and citizens that he can hereafter point to with pride.

[L. P. ROSS, PRESIDENT OF CHAMBER OF COMMERCE.]

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Boston Herald Nov 24

COTTON MILLS OF FALL RIVER.

The results of the year's operations of the cotton mills of Fall River may, indeed, be set down as satisfactory beyond parallel. It has rarely been the case that a year has passed in which all these mills have done poorly, but we believe that the year has never before passed in which all, without the least exception, have made money by their operations. The Crescent mill appears to have paid out but 2 per cent. in dividends, but that was just sufficient to keep it in the list, and to indicate that even in its case business was not done at a loss. While the Granite mills and the Troy mills paid 24 per cent., a number of others exceeded 12 per cent. in their division of profits, and the payments on the average are for nearly 10 per cent. It should be remembered that this satisfactory result has taken place in a time in which, if business is not stagnating, it is by no means satisfactory in its results to the average merchant and manufacturer. All this has, no doubt, had a tendency to keep down the rate of wages, for the strike in Fall River ended as it did, not because the operatives could not rightly claim that the business of the manufacturers was sufficiently profitable to warrant an increase, but because the manufacturers could assert with truth that the operatives were, in the main, receiving as high wages as those elsewhere employed in similar occupations. If the rate of wages outside of Fall River had been higher than at that point, the striking operatives would have drifted away from that place, at least, to such a degree that the Fall River cotton manufacturers would have been compelled to raise their scale of wages for the purpose of retaining their services. But under the circumstances no such drift was possible; hence the operatives were compelled to surrender, although at the time they made out a strong case, which the figures now given go far toward corroborating, that there was money enough in the business to warrant an advance in their wages. It is possible that, if the results of the cotton spinning and weaving business in other manufacturing centres of the New England and middle states could be aggregated in this way, they would show an equal measure of prosperity, though, in our opinion, the chances are against such a conclusion. The cotton mills in Maine and on the Merrimac river have some of them in times past been astonishingly successful, but the competition between these factories is now so keen and the margin of profits so small that defects of location, direction, etc., are fatal to financial prosperity. As late as ten or fifteen years ago, the Fall River mills were looked upon somewhat in the light of experiments. The corporations owning them did not possess the capital of those owning establishments in Lawrence, Lowell and Manchester. The mills had been built largely with borrowed money, and the system of personal supervision was different in many ways from that practised by these distinctively Boston corporations. But, as years have gone by, we should say that the advantage of experience had been with the Fall River factories, rather than with these other establishments. There have been, of course, great successes in both divisions, and equally serious losses, but the growth of business in Fall River, certainly in the way of forming new manufacturing corporations, has been much more rapid than in Lowell, Lawrence, Manchester or Lewiston, not to speak of other inland manufacturing centres. This cannot, of course, have been due to the weaker financial standing of the Fall River manufacturers, a condition which must have been a decided obstacle in their way. The closer personal supervision obtained by the residence on the ground of the president, treasurer and manager of these mills must have been of great advantage, but, perhaps, the greatest benefit that has come to them in this competitive rivalry has been the results of their fortunate geographical location. Well informed mill men assert that if there were no cotton mills along the valley of the Merrimac river and the other manufactures in northern New England, textile manufactories of this character would not be built there, for those intending to enter the business would locate their establishments on the south coast of New England, from near the mouth of the Connecticut river well down to Cape Cod, at such points as would enable them to obtain coal by vessel. Water power would, of course, be dispensed with, but then water power has become a relatively unimportant factor with a number of the great mills on the Merrimac river, which have been compelled to increase, from time to time, their steam power, and with a consequent increase in the amount of coal consumed, which has to be brought to them partly by rail. It is probable that for this latter reason the cost of power to [illegible] from [illegible] mills [illegible] steam [illegible] power, but the great advantage which the mills of the former place possess is the moist and even climate, a condition largely due to the warm and humid influences of the [illegible] In England it is said that the humidity of the atmosphere is so necessary to successful cotton manufacturing that this alone is sufficient to make the difference between profit and loss in the operations of a factory. This may be an exaggeration, but the authorities to whom we have referred assert that practically all of the new cotton mills of the future will be built along the coast line we have referred to, and not in the interior of the New England states.

IMPROVING THE COUNTRY TOWNS.

CHAMBER OF COMMERCE.

The annual meeting and election of officers of the chamber of commerce was held on Monday evening at the rooms of the association in the Rochester Savings Bank building. Secretary McClintock began the reading of his annual report immediately after the meeting was called to order. The report details the work of the association for the past year, and proved to be an instructive and interesting document. Treasurer H. B. Hathaway reported that there was a total balance on hand in the treasury of $395.44. The joint committee on the additional water supply was next read by the chairman, James G. Cutler and was greeted with hearty applause. The election of officers followed and resulted in the choice of these gentlemen; President, Lewis P. Ross; vice-presidents, H. C. Brewster, William C. Barry, Arthur S. Hamilton; trustees, L. P. Ross, H. C. Brewster, W. C. Barry, A. S. Hamilton, Henry Michaels, H. B. Hathaway, F. J. Amsden, A. M. Lindsay, Frederick Cook, D. M. Hough, E. T. Curtis, George C. Buell, R. K. Dryer, James E. Booth, Henry Lomb, J. H. Chase, E. W. Peck, James Vick, James G. Cutler, T. B. Griffith, J. W. Gillis, Charles M. Everest, H. S. Greenleaf, Granger A. Hollister, Clinton Rogers, Frank S. Upton, W. S. Kimball, George W. Archer, R. M. Myers, W. H. Gorsline, J. F. Alden, Ezra R. Andrews, H. H. Warner, A. G. Yates, S. G. Curtice.

MONDAY'S TERRIBLE GALE

[illegible] wants to swear and can't

PERHAPS A REVOLUTION IS COMING.

Friends of Edison say that there come to him in his busiest moment hints of a possible discovery which, if ever made, will rival the revolution created by the application of expansive force of water vapor for mechanical power. "I am thinking of the possibility of utilizing the heat contained in coal without the loss of energy and waste entailed by combustion," said the Wizard recently to a friend. There is no doubt that he has this problem in view for future solution so soon as he finishes certain other matters connected with the development of electricity which now command his time.

It is also pretty well understood by the intimates of Edison that he has the hint or nucleus of the idea of how this great achievement may be consummated, and that it was revealed to him by accident while he was pursuing investigations in other directions. Thousands of similar hints about her mysteries nature has made to this man, and all of them are duly recorded in books, the number and size of which are great. This problem, however, he is inclined to think, will be the chiefest of those which he has or will ever undertake to solve, for if it is done, and the force contained in coal can be made to serve directly, that is to say, without the intermediate and subservitory machinery and incidents, there will result not only an incredible cheapening in the cost of production, but mighty changes in the machinery of the world.

That the keenest interest is centred in the problem of cheaper heating and cheaper capacity to produce power for manufacturing is made evident to THE EVENING SUN by the attention which a recent editorial article attracted. The topic was suggested by the report that the inventor Westinghouse (who is Edison's chief rival for honors that come to this kind of intellectual achievement) had discovered a process for manufacturing a fuel gas that would vastly cheapen the cost of mill products, and would take the place of natural gas when that product is exhausted. The editorial article brought a number of communications from men of character, all of them revealing a common interest in this subject.

We learn, for instance, that already fears exist among well-informed men that the supply of natural gas in the Ohio Valley shows signs of exhaustion. The town of Findlay, O., is frightened by the suspicion that this product of the bowels of the earth beneath its surface is manifestly diminishing. No wonder the town is frightened. It is the only community in the world built on gas. Its story is more magical than that of Aladdin. Six or seven years ago it was a little hamlet, of no consequence to the State and of little value to its inhabitants. There suddenly came a development of activity, a rush of trade, a clatter of manufacturing, and a promise, and in many cases a realization, of riches, which the imagination that conceived Aladdin's lamp could not have suggested. Men who had lived on fish began to enjoy terrapin, and farmers who could afford no costlier beverage than tea or coffee found themselves suddenly able to buy champagne. A crack in the earth, a foul smell, a hissing of escaping gas, a match, a great flame, and the sources of wealth were revealed. The town stood over an immense natural gas reservoir, and the story of [illegible] Dead Beck is [illegible]

A poor clerk, sad eyed, depressed with poverty and ruined ambition, content with the pittance paid a Senator's secretary in Washington, [illegible] found himself transferred [illegible] to [illegible] Congress. He was a Findlay man, and when this great invisible and inflammable fluid began to belch from the earth at Findlay, he had the wit to perceive the possibilities and to seize the opportunity. He showed the farmers what they could do with their gas. He marketed it, and grew rich as steadily as he had before stayed poor. It was Aladdin's lamp for Wilson Vance, and he rubbed it with attendant prosperity and fame.

Those who travel through the Ohio or Allegheny valley by night will see the heavens lighted by the reflection from what appear to be great conflagrations, and as towns are approached immense torches that look like blazing tips of massive pines are seen. Thus the communities light their streets and the surrounding country by night, and thus is made visible the mighty power that has been imprisoned for ages in the subterraneans. The great furnaces in these valleys captured the fluid and melted their ores with its heat, and the day of coal seemed over.

There is no more busy city than Wheeling, and when it found that it could tube its fuel power from the earth to its furnaces, the town took on what is called a business boom. Yet now we are told that Wheeling looks with anxious eye upon the machine that indicates the pressure of the fluid gas, and with no easy mind contemplates the gradual diminution of the fuel.

Here is Andrew Carnegie, who is an optimist, and is quite likely to make extravagant assertions on the rosy side of affairs, but who is, moreover, a close observer and dealer when his own pocket and great interests are involved, predicting to the Philadelphians that the day is not far distant when the people of the Ohio Valley will have to go back to coal again. That sensitive nerve, the stock market feels the atmosphere of doubt and the combinations of capital representing the control of natural gas find their stock revealing the sensitiveness of this nerve.

But now that manufacturers have had a taste of cheap fuel, they will not be content again to use the costly and wasteful process of burning coal to get heat for power. In New England the mill owners find that in this matter lies the very power of existence. A mill of 2,000-horse power requires about 14,000 tons of coal yearly, representing a cost of about $54,000, whereas a similar mill located in Pennsylvania would save some $15,000 in this same item, which is equivalent to six per cent. on an investment of $250,000. In these days of close figuring that may mean the difference between profit and loss.

But now it is said that a process has been devised by which, by the use of buckwheat coal, a fine anthracite, developed with what is called producers gas, a fuel is obtained that costs only 40 cents a ton. One of the great manufacturing concerns, the Sheldon Axle Works, use this compound, and report that they find that the use of this gas with buckwheat coal adds 100 per cent. to the energy. If that is true the difference in cost between a mill in New England using 14,000 tons of coal yearly, and a mill in Pennsylvania using the same horse power that the New England mill requires, is about $40,000 a year, equivalent to six per cent. on about $700,000.

Any business man can see that herein is revealed the working of a mighty problem which may revolutionize the locale of manufacturing. It is not safe to say, as some men do, that coal has had its day as a method of producing steam power, but it is evident that a great revolution in the use of coal is imminent.

We are informed by Mr. C. B. Johnson, the Secretary of the Board of Trade of Wilkesbarre, that the small-sized or buckwheat anthracite coal that is obtained in that vicinity, is a cheaper developing force than natural gas or water power in New England. It appears that a large manufacturing firm in Auburn, N. Y., after examination, decided that they could not live or make a profit in Auburn on account of the cost of fuel. They therefore removed to the neighborhood of Wilkesbarre, and in the first year saved $17,000 on the single item of fuel.

The Rochester Chamber of Commerce has been trying to solve the problem in the interest of manufacturing there, and while they have not reached a solution, they have arrived at a pretty serious conclusion for them. The Chamber officially reported that the great mills in Lowell, Lawrence and other New England cities of 3,000 horse power paid for fuel about $35,000 a year, but that the cost for similar service in Rochester would be $115,000. To this the Central Pennsylvania experts add that there the cost would be only $16,000, or with the gas treatment for coal only $8,000.

Such figures as these, if they are to be relied on (and they seem authoritative), suggest a very speedy and decided movement among manufacturers which may have vast influence upon the locale of manufactures and the prosperity of communities.

N. Y. Sun Oct 25/89

Democrat and Chronicle

JANUARY 17, 1890.

WESTERN NEW YORK NEWS

YATES.

More About That Proposed Railroad Through Western Yates.

The failure to find an easy grade for the Prattsburg railroad between Potter Center and Rushville will, in all probability, result advantageously to Rushville and all the back towns of Western Yates, as the projectors of the line have a much more profitable and easy route from Prattsburg up Italy Hollow, striking the foot-hill just east of Naples, from which the old Geneva & Southwestern roadbed can be followed up through Middlesex, Rushville and Gorham to Stanley. This is a very sensible change for several reasons, requiring but about twelve miles of new road through the center of a country without any road and striking the roadbed near Naples, an object greatly desired, as the grading is all done from there to Stanley, a distance of about twenty-five miles, with a very easy grade. The business over this route will include the great grape and fruit shipmenes of Naples and the east side of Canandaigua Lake, besides the great crops of grain and apples produced along the entire line. Persons outside of this region know but little about the amount of produce hauled over the roads for miles by the farmers to that section, almost every one of whom, sells from one to ten car loads yearly, including 2,000 to 5,000 bushels each of grain, from 500 to 3,000 barrels each of apples and potatoes, large quantities of hay, fat sheep and cattle, etc. This vast amount has to be hauled for miles through mud and storms to a railroad and coal lumber and phosphate hauled back to the farms. The article recently published on this subject in the DEMOCRAT AND CHRONICLE has already attracted the attention of railroad men and the line has been examined almost daily by interested parties who speak very favorably of the prospects in the near future. Should the man who owns both the Prattsburg road and this old Southwestern roadbed succeed in getting a good connecting link from Prattsburg to Naples, the matter will soon be settled and work begun all along the line. Another winter open and muddy like this one would greatly cripple the business of this section unless a railroad comes soon to help them out, as large quantities of grain are yet in the barns, and it is almost impossible to move enough to get money to pay the taxes now due. The prominence given this subject lately by the DEMOCRAT AND CHRONICLE is greatly appreciated by the residents of this section, as it has brought interested parties here.

The American Name.

Certificates of incorporation of H. H. Warner & Co., was filed in the county clerk's office yesterday. The incorporators are H. H. Warner, John P. Palmer, John M. Ives, Joseph D. Luckey and Charles J. Spaulding. The capital stock is $1,000,000 divided into shares of $100 each. The trustees for the first year are H. H Warner, J. Moreau Smith, John P. Palmer, John M. Ives, and George H. Taylor, of New York city. The company is incorporated for the purpose of carrying on the United States department of the business. The foreign business will be carried on under the old title.

HOW THEY STAND.

Annual Reports Filed in the County Clerk's Office.

F. E. C. Medicine Company—Capital stock, $500,000; all paid in cash, patents, etc.; indebtedness does not exceed $9,000.

Genesee Foundry Company—Capital stock, $20,000; paid in in cash, $13,100; liabilities, not to exceed $5,000.

American Chemical Manufacturing and Mining Company—Capital stock, all paid in, $30,000; surplus, $33,185.96; debts due stockholders and all others, $26,797.50; surplus over all debts, $6,388.46.

ROCHESTER MORNING HERALD

Y, JANUARY 17, 1890.

BANKRUPTCY LAW.

WHERE IT BENEFITS THE CREDITOR.

A National System One of the Needs of the Times—History of Bankruptcy Legislation—State Limitations.

In every congress since 1878, when the bankruptcy act of 1867 was repealed, a bill for a new law has been introduced and its passage urged unavailingly. Yet during the last two or three sessions the efforts to procure the passage of such an act have been strenuous and have been seconded by petitions from many thousands of business men. Although no such law may be passed at the present session of congress it is worth while to examine the matter of bankrupt legislation in order to understand what is involved in a matter which is very widely discussed and which touches the interests of a great number [illegible] the country.

Congress has full power under the constitution to "establish uniform laws on the subject of bankruptcies throughout the United States;" and the courts have decided that this provision empowers congress to settle the affairs of all insolvent debtors. Notwithstanding this provision national bankruptcy laws have existed only 16 years in the entire history of the country. The act of 1800 was repealed in 1803; that of 1841 in 1843 and that of 1867 in 1878. The quick repeal of these laws seems to indicate that many of the people regarded them as oppressive and unjust; and this is undoubtedly the case. Yet it is urged with reason that there can be no just bankruptcy legislation which is not national; and this fact was recognized by the framers of the constitution even in the early days when there was comparatively little commercial intercourse between the states.

Bankruptcy laws are intended for the benefit of both the creditors and the debtor, to secure to the creditors an equal division of the debtor's assets and to protect the debtor from persecution and secure him a discharge when he has paid what he is able to pay. When there are none but state laws on the subject an equal division cannot be reached if there are creditors outside the state. The courts of each state give precedence to their own citizens in the seizure of a debtor's effects. Nor can a state court discharge a debt to a citizen of another state unless the creditor will come into the state and prove his debt. Many honest, undischarged debtors are under a perpetual disadvantage as compared with men who, having been bankrupt, have obtained a complete discharge.

When business between different parts of the country is intimate and constant, as it is between almost all the various parts of this country, the want of uniform insolvency laws tends to check business. For instance a merchant of Indiana goes to New York to buy drygoods. The wholesale merchant in New York desires to fill his order for goods, selling them to him for credit; but the fact that, if financial disaster should overtake the retailer he would not be sure of his proper share in the assets of the debtor, may lead the wholesaler to refuse credit to the Indiana merchant. The effect upon the wholesaler is to confine his sales to retailers in his own state or to outsiders whom he knows and in whose case he is willing to take risks for the sake of trade. The effect upon retail trade is to restrict the dealer more and more in the choice of a market and to make him largely dependent on wholesalers in his own state.

On the other hand there is always in newer sections of the country, which are largely in debt to older sections where a great deal of money has accumulated, a feeling strongly in favor of local settlement of questions growing out of local insolvency. It is urged that in spite of the constitutional sanction national bankruptcy legislation has a centralizing tendency; and that its effect is to put a debtor class or a debtor section in the power of a creditor class or section. The costliness of bankruptcy proceedings under federal administration, which in the case of the last law at least involved a special official and heavy fees, is also urged against it.

But it is undeniable that national insolvency laws are the only ones that can be entirely equitable; and that if under such laws justice be done to all parties and abuses of administration avoided, such laws must work for the good of the whole country.—Youth's Companion.

ACTIVITY IN REALTY.

Lively Market Predicted—An Important Transfer.

Real estate dealers are not only exceedingly busy these days for the time of year, but they are predicting increased activity in the market as the year advances. Said a dealer yesterday:

"The fact of it is, Rochester is one of the most lively real estate cities to be found in all of the East. A leading wealthy citizen said in public a few days ago that he had never purchased a piece of real estate in the business part of the city that he had not within ten years realized from 25 to 100 per cent. profit on. His is not an exceptional case, for there are hundreds of men in the city who will tell you the same thing. Nor is the exceptional rise in prices confined to the business part of the city; there is quite as much activity in the resident portions of the city, and the investments are quite as safe. I presume to say that 5,000 lots changed hands in the city during the last twelve months."

There have been many important transfers of realty during this first half of the first month of 1890. One of the most important is the transfer of the James Pyle property on South St. Paul street to Hon. Frederick Cook. The property runs through to Minerva Place. A five-story brick block, just opposite the Windsor Hotel, occupies the St. Paul street portion of the property. The consideration was $50,000.

ROCHESTER MORNING HERALD

JANUARY 20, 1890.

A BUSINESS WAY.

WATER WORKS SHOULD BE MANAGED SO.

Proposed Revision of Albany's Charter—An Example for Rochester to Follow in This and Other Municipal Matters.

To the Editor of the Morning Herald:

The city of Albany is early in the legislative field with its amended city charter, which was introduced in senate January 7th instant—"read twice, ordered printed and referred to the committee on cities, when appointed."

In a somewhat careful reading of the act, it brings forcibly to mind the "act to further amend the charter of the city of Rochester," presented in assembly January 14, 1886, for in all essential particulars it is founded on the same general ideas as to the fundamental principles on which a city government should be based. In a word, it is in a line with the best thought and practice of modern times in regard to principles and methods to secure an economical and equitable management of city affairs: responsibility and powers commensurate therewith, is placed on heads of department and heads of bureaus of these departments, with all the necessary safeguards against abuses or neglect of duty.

The purpose of this article, however, is not to give an analysis of its contents as a whole, but chiefly to call attention to its provisions in the management of its water works, a subject just now of leading interest in this city. Section 1 of article II, under the heading "Water Bureau," reads as follows: "The water bureau of the department of public works shall be under the charge of a commissioner who shall be appointed by the director of the department of public works, with the approval of the mayor."

Section 2, provides that "the said commissioner shall be known as the commissioner of the water bureau, and shall be a competent civil engineer. He shall hold his office for two years, and shall be paid a salary of $3,000 per annum, payable quarterly, and his duty shall be to devote his whole time and services, under the general advice and direction of the director of the department of public works to the construction, care and management of the water works and such duties connected therewith as the said director shall direct."

Twenty-three other sections follow, in which the duties and powers of the commissioner are fully set forth, and are evidently designed to prevent any political interference whatever with such duties, the object plainly in view being to conduct the water department—as in other departments of the city government—on strictly business principles, without let or hindrance from any outside sources, political or otherwise.

Section 17 is peculiarly pertinent to the recommendation of the special committee of the chamber of commerce on water supply, lately addressed to its board of trustees, that the rates for water shall hereafter be so adjusted as to provide for the payment of interest on water bonds, pipe extensions, and all other charges of management, etc., so that the public may know, by payment of direct taxes, what the cost of water is—absolutely and without any concealment or disguises.

It is the "hide and go seek" policy in the management of public affairs that encourages and fosters many extravagant, detrimental, and often criminal, abuses, that could not, or would not, happen if the light of publicity were focused on every one of the several departments of a city or other government. A glance or scrutiny of a water tax bill, for instance, that would tell the whole story of cost, would suggest, pretty cogently, many reforming ideas of economy and prudence in expenditures, prevention of waste of water, management, etc., that were never so much as seriously thought of before.

The section referred to is as follows: "The scale of rents heretofore established to be paid and charged annually for the supply of water, or for benefits resulting therefrom called 'water rents,' may, from time to time, be altered, modified and amended by the said commissioner, either by increasing or diminishing said scale, or any portion thereof, or by extending the same to other description of buildings, establishments of uses, and also the time or times of payments other than the rent charged against any building, but the rents shall be so fixed and kept that the aggregate amount collected therefrom annually—as near as practicable—shall be sufficient to pay for the current year the interest on the then existing water debt of the city, ordinary extensions of the works, maintenance, salaries and appropriations to the sinking fund."

Another section provides that "It shall be the duty of the standing water committee of the common council to inspect the said water works thoroughly

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once in every year, and make a written report thereon to the common council."

The sinking fund appropriation is $5,000 per annum; and if at any time the said sinking fund shall prove inadequate to pay the principal maturing, the common council may issue "the water stock of the city of Albany" to the amount of the deficiency, at a rate of interest not exceeding 4 per cent. per annum, payable semi-annually, and for a period not exceeding twenty years.

One word more, to apply a moral ere I close. How much longer will it take Rochester to wake out of its Rip Van Winkle sleep of the past four years, and resume again the unfinished work of municipal reform then so auspiciously commenced, but so ignominiously allowed to drop out of sight?

It is not by such faltering methods that victories are ever won.

JOHN BOWER.

COST OF WATER SERVICE.

In a letter given elsewhere in this issue John Bower points out the principal changes Albany desires in the management of her water works, as exhibited in a new charter already introduced in the legislature. Those chief features are to separate the water department from all other branches of municipal government, making it a bureau by itself, under control of one responsible head, and to make the water works self-supporting. The first of these propositions was embodied in the recommendations of the committee that formulated the proposed amendment to the city charter four years ago, and the second was a provision of the report recently made by the chamber of commerce water committee.

Why are not these propositions sound, and the second one, which can be adopted without legislation, worthy of acceptance? The people of Rochester have been deceived as to the cost of the water they are using for domestic purposes. Most of them have assumed that the whole cost was in the bills which they paid at the office of the executive board, whereas a large proportion of it has been mixed in with the municipal taxes which have been paid over the counter in the city treasurer's office. The cost of water would not be enhanced by the proposed change, taxes would not be increased but they would be so divided that every householder would know precisely what water costs.

ANNUAL REPORTS.

The figures given below were taken from the annual reports of corporations filed in the county clerk's office on Saturday:

Rochester shoe machinery company—Capital stock, $60,000, of which $15,000 has been paid in in cash and $45,000 issued in payment for property; debts, $7,690.

Rochester brick and tile manufacturing company—Capital stock, $84,000, all paid in; debts, $44,500.

Miller brewing company—Capital stock, $150,000, of which $152,000 has been paid in, $52,000 in cash and $100,000 for property; real estate mortgage, $60,000; other debts, not to exceed $101,000; assets, $327,000.

Rochester electric light company—Capital stock, $100,000, all paid in; bond and mortgage, $50,000; other debts, not to exceed $46,000.

Rochester lantern company—Capital stock, $15,000, of which $7,000 has been paid in in cash; debts, not to exceed $5,100.

Budget publishing company—Capital stock, $2,000, of which $100 has been paid in in cash; debts, $485.29.

Woodbury silver mining company—Capital stock, $50,000, of which $30,000 has been issued in payment for property.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., JAN. 20, 1890.

Annual Reports.

The following figures are taken from reports filed in the County Clerk's office this morning:

Charlotte Iron Works—Capital stock, $125,000; paid in, $116,500; bonds issued, $98,500; other debts, $118,146.20.

Citizens' Gas Company—Capital stock, $500,000, all paid in; bonds outstanding, $247,000; other debts do not exceed $1,000.

Rochester Hosiery Company—Capital stock, $50,000, all paid in; debts, $43,748.27.

Caldwell Manufacturing Company—Capital stock, $15,000; stock issued, $9,700; debts, $2,900.

Eureka Spund Apparatus Company—Capital stock, $100,000, all issued in payment for property; debts do not exceed $68,000, of which at least $65,000 is to stockholders.

Local Stock Board.

At 12 o'clock noon to-day Frank J. Amsden conducted the local stock board at the foot of the grand stairway in Powers Block. The proceedings were: Commercial Bank, 150 asked; Central Bank, 115 bid; Rochester German Insurance Co., 140 asked; Title Insurance Co., 98 asked; Miller Brewing Co., 105 asked; Citizens' Gas, 30 bid; Lyceum Theater Co., 95 asked.

Bonds—Edison Electric Light, first mortgage, 103 and interest bid, 106 asked; Edison Electric Light, second mortgage, 101 and interest bid, 103 asked.

THE JOHNSTOWN RELIEF FUND.

$2,902,000 Received and $2,430,393 Expended in Johnstown—2,280 Lives Lost.

PHILADELPHIA, Jan. 19.—A meeting of the Johnstown Flood Relief Commission was held in this city to-day. After the meeting it was announced that arrangements had been perfected with the Girard Life Insurance Annuity and Trust Company for the administration of the annuity fund, whereby the 322 orphaned children will each receive $50 annually until they shall have reached the age of 16 years. The sum appropriated for this purpose is $115,000. It was also decided to appropriate $40,000 for the erection of a hospital in Johnstown, and $5,000 for hospital purposes in Williamsport.

The secretary's report showed that 116 women, widowed by the Johnstown flood, had been paid the sum of $179,371 and they will be paid the further sum of $95,250 for their children in annual payments, varying as to the number and ages of the children. The report also shows that there were estimated to have been drowned in the Conemaugh valley 2,280 persons, number of bodies recovered, 1,675; identified, 1,021; unidentified, 654; missing, 605. The unclaimed dead, numbering 741, were collected and buried in Grand View Cemetery.

The financial report of the secretary is as follows: Amount received by Gov. Beaver from all parts of the country and world, $1,225,872.83; received from Philadelphia committee, $600,000; from Pittsburg committee, $560,000; from New York committee, $516,199.85. Total, $2,902,072.68. The expenditures have been as follows. Appropriated and expended at Johnstown, $2,430,393.69; expended in other parts of the State, $233,264.45; distributed as specially directed by donors, $2,271.85; office expenses at Harrisburg, $1,398.42; general expenses, $1,318.70; first payment to orphans, $16,100. Total, $2,683,747.11.

Cash on deposit at Harrisburg, $218,325.57; cash undistributed, deposited in Johnstown, $36,384.07; total, $254,709.60; less amount appropriated to other parts of State, $17,735.55; net amount unapplied, $236,974.05. From this should be deducted the amount appropriated to-day (including $22,442.65 sundry claims ordered paid), $166,342.65, leaving an unexpended balance in the hands of the commission of $70,631.40.

ROCHESTER MORNING HERALD

JANUARY 21, 1890.

Joseph O'Connor For Toastmaster.

Joseph O'Connor has been selected to act as toastmaster at the banquet to be tendered President Hill on Monday evening next. About two hundred and fifty invitations have been sent out. It is the desire of the committee having the affair in charge that every alumnus of the university residing in this vicinity shall be present. Dinner will be served at 7:30 P. M. in the chamber of commerce rooms.

Talking About Water Again.

Only seven members of the joint water supply committee were present at yesterday afternoon's session in the reading room of the chamber of commerce, and accordingly no meeting was held. An informal discussion lasting half an hour took place, after which an adjournment was taken to Monday, February 3d, at 3:30 P. M.

Chamber of Commerce Banquet.

The banquet of the chamber of commerce will probably be postponed until some evening during the first week in February. The first date, January 30th, conflicted with several other events. Some of the public men, who were invited, could not attend on that evening and an effort is being made to fix upon an evening acceptable to them in order that their presence may be secured.

POWERS BUILDING.

In a thoughtful article the Buffalo Times of Sunday considered the curious fact that but few of the great business concerns of Buffalo own the buildings they occupy. Even the banks as well as the large mercantile houses, it seems, rent their quarters.

In the course of its article the Times says: "Buffalo must wait for the next generation before it can rival Rochester in such an enterprise as Powers has associated with his name in the latter city. One thing is certain, these rich men will not always be with us, and when they leave they cannot take their possessions with them. They do not seem disposed to leave any such monument to their memories as Powers will have, but they are amassing perhaps for others to use in following the example of the Rochester banker."

After nearly a generation at the beginning of which the Powers' building in this city was almost, if not quite alone, as a great commercial structure, that splendid edifice remains one of the most attractive and complete of its kind on the continent. Other sagacious and affluent citizens of Rochester have followed Mr. Power's example in some measure and have adorned this city with some of the finest and most substantial [illegible] the [illegible] still remains in the first rank, certainly unsurpassed and hardly equaled by any other here or elsewhere.

That, however, is not all. [illegible] priceless [illegible] of matchless beauty [illegible] gallery with its exquisite apartments and furnishing and, above all, its superb paintings is the crowning glory of Mr. Powers' enterprise, taste and liberality. No man who has done what he has for Rochester should have to wait for post-mortem expressions of gratitude and praise from the people he has so nobly benefited. Rochester honors D. W. Powers because, for one thing, he has shown her business men how to build solidly, wisely and generously. His monument will appear to future generations in other structures than his own in this city, for his faith, courage and conscientiousness—his sturdy determination to do well whatever he did—have been contagious and we have better houses as well as better business blocks in this city as a result of the existence of Powers' block as a perpetual object lesson for the people.

THE STREETS.

WHAT THEY COST IN THE YEAR 1889

Over $650,000 Spent for Improvements, Repairs and Sprinkling—Some Interesting Figures—Lake Avenue the Largest Item.

The statement that the cost of improving, repairing and keeping in order the streets of Rochester and their appurtenances for the year 1889 was $652,112.09 will cause surprise to many persons, but it is nevertheless true. This amount includes the cost of local improvements begun and completed during the year, the amount of the highway fund expended and the cost of sprinkling the streets. The figures were obtained from the records of the executive board yesterday by a HERALD reporter, who was greatly assisted by Chief Clerk Steinhauser of the street department.

The cost of local improvements, certified as completed during 1889, was as follows: June 21st, $26,354.11; July 12th, $90,058.64; August 16th, $53,367.19; October 18th, $135,765.40; August 30th, $728; November 15th, $82,668.91; January 17th, 1890, $132,270.03. This makes a total of $521,212.28, nearly all of which has been paid or is to be paid by local assessment. From this amount, however, should be taken $15,734.90 for improvements begun before January 1, 1889, but not certified as completed until last year. This leaves $505,477.38 as the actual cost of the local improvements made in Rochester in 1889. The largest item, of course, was caused by the Lake avenue asphalt improvement, which cost over $85,000.

The cost of sprinkling the streets for 1889 was $26,634.71. In 1887 the amount expended in this way was $19,197.44, while in 1888 the cost was $22,096.38. The appropriation for the highway fund for the municipal year ending April 1, 1890 was $150,000, of which about $120,000 has already been expended. Adding this amount and the cost of sprinkling to the cost of the improvements, and there is a grand total of $652,112.09, representing the amount spent by the taxpayers of Rochester on the streets in 1889. In this computation sewers are included, and considered as street appurtenances.

In the latest batch of certified improvements, which were returned as completed at the last meeting of the board, there was mention of several jobs of considerable importance. The following list of all that cost over $5,000 will be of considerable interest: Anderson avenue, Elk street, University avenue and Union place sewer, $13,551.81; Goodman street macadam improvement, $21,902.04; Gregory street improvement, $13,796.62; Herman street improvement, $10,183.97; Lake avenue pipe sewer, $6,583.11; Madison street asphalt improvement, $10,685.43; Selye terrace improvement, $5,200; South Water street improvement, $24,266.75.

Democrat and Chronicle

JANUARY 21, 1890.

"It Makes Me Sick."

To the Editor of the DEMOCRAT AND CHRONICLE.

SIR: While the above is not by any means an elegant expression, it is full of force and meaning and is uttered by the small taxpayers (of whom I am one) on all sides in the good old Eighth ward of the beautiful city of Rochester.

Now, you ask, what is this terrible thing that "makes us sick!" Why, it is this ceaseless twaddle and running to and fro, discussing this or that plan, taking this and that man to task, or filling the papers with valuable statistics (!), which, when read by the average man, only serve the more to confuse and annoy him.

Is there any need that I say the all important subject (especially so to those who expect to have a hand in expending the money) is the enlargement of our present very efficient water system?

But I hear these disputants say: "What can you say against the needs of the city?" "We require more water, and the present facilities are entirely inadequate." Now there is where I beg to differ! Our present facilities are sufficient for all our needs but not for the waste as the majority of consumers now waste it with reckless prodigality. I read a short time ago an article in your paper that had at least honesty for its basis. It said—"By properly guarding the use of Hemlock water, using the Holly system for elevator purposes, sprinkling, &c., and in numerous other ways curtailing the waste of Hemlock water our supply would be entirely adequate, with the expenditure of a few thousand dollars (eight or ten I think was stated) for the next eighteen or twenty years!" This too in the face of the astounding statement that $1,500,000 are needed to extend the present system! A million five hundred thousand dollars is a large amount of money to be placed in the hands of a certain class of men to be expended in public works and possibly like the capitol at Albany it will require another million to be added for "unforeseen causes!" Always in such cases, (like the mud on our crossings) more or less sticks after the work is accomplished, and it is no doubt unavoidable in a certain se[illegible].

Let me ask who pays for all this enormous outlay?

I answer that largely it is the small house owner and taxpayer.

Yes, we, who are struggling now with all the debt we can carry.

We, who already dread to see January and July with their ever recurring taxes.

We, who work from early morn till late at night that we may keep a roof over our loved ones!

We, by the sweat of whose brows the daily bread is won.

We, who through heat and cold, wind and storm, are ever at our weary ceaseless toil and drudgery. Let those in whose employ we are think carefully before they commit themselves to a scheme to add new burdens of taxes to the little houses it is so hard for us now to keep, when such expenditures are not necessary.

Yes, we, I say, the small taxpayers, must have this additional burden added to our almost broken spirits to gratify ambitions, to make place for heelers and political spoilsmen and a share in the public plunder!

"But," say the anxious ones, "all we have to pay now is simply the interest!" Aye—there's the rub.

Why pay interest if we have sufficient for our needs! Let people have water for their use, but none to waste.

Why, I have seen more water run to waste in a summer than would supply the whole Eighth ward for domestic purposes; but let me desire to move a faucet from one room to another in my home and lo! a "permit," a "licensed plumber" and a bill of ten or fifteen dollars is the result. This can be seen by the department without fatigue and is therefore pounced upon. I know of an instance where the water was turned into an open ditch and run over 200 feet and was then dipped up to mix the mortar for a cellar wall and I doubt if the person ever had even the permit to use it to say nothing about the paying for it. Cut off the waste Messrs. Water Works Board and we shall have water enough.

Think more of watching the use and preventing the waste of water than you do of drawing your salaries.

Do not be more afraid to pull up a man and fine him if he is a big gun politically or otherwise than if he was a little fellow like myself.

Let us get the old debt paid before we contract for a new one.

If our present supply with an insignificant outlay of $8,000 or $10,000 can be made to supply our needs for the next eighteen or twenty years as has been asserted by a prominent business man in this paper, why cannot we do that and then at the expiration of that time we can talk of spending our millions.

W. E. F.

Rochester, Jan. 20, 1890.

RAILWAY CONSOLIDATION

The R. C. & B. Controls the Rochester Electric Railway.

DETAILS OF THE TRANSFER

A Change in the Officers and Direction of the Electric Railway—Electric Transit from Charlotte to the Four Corners Before Long.

A large business transaction was consummated yesterday which resulted in the control of the Rochester Electric Railway Company passing into the hands of the syndicate which now owns and controls the Rochester City and Brighton Railway Company. [illegible] the Rochester City and Brighton Railway Company owned $53,800 of the stock of the Rochester Electric Railway, the capitalization of which is $200,000. On November 22nd John N. Beckley, representing the Rochester City and Brighton Railway Company, obtained a sixty days' option on all of the stock held by the late Asa T. Soule and Wilson Soule, his son. On Friday last the Soule stock was transferred to the syndicate owning the Rochester City and Brighton Railway Company, which now owns $136,900 of the $200,000 stock of the Rochester Electric Railway Company.

At a meeting of the directors of the Rochester Electric Railway Company held yesterday it was announced that there were three vacancies existing in the board, those of Asa T. Soule, Wilson Soule and W. H. Yerkes, who had also disposed of his stock. The following were elected directors in the place of these gentlemen: Murray A. Verner, of Pittsburg, and John N. Beckley and Arthur Luetchford of Rochester. Messrs. Verner, Beckley and Luetchford were also elected members of the executive committee. The directors then elected Arthur Leutchford president in the place of the late Asa T. Soule.

The following is the full organization of the present board: Arthur Luetchford, president; J. Breck Perkins, secretary; Chauncey C. Woodworth, treasurer; Arthur Leutchford, Murray A. Verner, J. Breck Perkins, Chauncey C. Woodworth, William C. Barry and John N. Beckley, executive committee.

It is proper to add that the Rochester Electric Railway Company owns $9,000 of the $20,000 of the stock of the Boulevard Company and the Rochester City & Brighton Railway Company $2,000, giving the new organization control of $11,000 of the stock and the control of the Boulevard Company. All of these companies will now work in entire harmony, and the best public results may be expected to ensue.

Arrangements will probably soon be made which will enable people to come from Charlotte to the center of the city by electric motor. The new organization of the Rochester City and Brighton Railway Company now owns the entire stock of that corporation, the few shares which until recently were outstanding having been purchased by the syndicate.

—Secretary McClintock, of the Chamber of Commerce, has been notified through President Joseph Wheeler, of the American Shipping and Industrial League, of his appointment as delegate to the convention of that organization, which meets February 5th at Willard's Hotel, in Washington.

No Quorum Present.

Only seven members of the joint water committee responded to the call for a meeting in the Chamber of Commerce commision yesterday afternoon, consequently an adjournment was taken for two weeks. There was a half hour's informal discussion of the subject.

The Evening Transcript,

Birmingham, Conn.

MARCH 30, 1889.

BOOMING BUSINESS.

A GIGANTIC UNDERTAKING BY A BIRMINGHAM MANUFACTURER.

What Mr. E. DeForest Shelton Proposes to do—He Would Bring the Manufacturer and the Desirable Location Together—A Practicable Plan and Destined to be Far-reaching in its Results.

In the EVENING TRANSCRIPT of Saturday last there appeared an editorial article having for its subject a plan, which has been about a year in maturing, for the dissemination of correct information, by means of a regularly organized bureau, respecting available locations for the establishment of manufacturing enterprises generally.

Owing to the absence from town of the projector of the enterprise in question, Mr. E. DeForest Shelton, it was impossible to present at that time anything more than a bare outline of it. On Thursday last, however, a representative of the TRANSCRIPT called upon Mr. Shelton and as a result of the extended interview with him is enabled to present the following, which will be sufficient to show precisely what is sought to be done.

In prominent connection with various manufacturing enterprises here, Mr. Shelton many years ago had his attention directed towards a subject which had never been properly brought before the public. It was nothing more nor less than the conspicuous need of what way be termed a manufacturer's exchange. In a few words, an institution presided over by a practical manufacturer familiar with the requirements of manufacturing establishments generally, where cities, villages and corporations possessing desirable manufacturing sites and privileges, might deposit this information, and where manufacturers desiring such sites and privileges might be put in direct communication with their owners. In brief it meant and means the establishment of a manufacturer's intelligence office on a scale commensurate with the more or less vast interests involved, and where reliable, not misleading, information might be obtained.

A mere glance at the complete plan prepared by Mr. Shelton, as a representative of cities and towns for the establishment of manufacturing enterprises, must suffice. In thus making a specialty of this business Mr. Shelton is equipped, at the outset as a practical manufacturer with an acquaintance with manufacturers in nearly every state in the Union, and an experience of over ten years in locating manufacturers. In New York city and Brooklyn there are more manufacturing concerns, (over 11,000 in New York city alone), than in all New England. The suggestion of removal, and the advantages of a more economical location, have never, perhaps been suggested to many of them systematically. On the other hand it is safe to say that nearly all the parties in the country who are about to establish new manufactories, or rebuild factories destroyed by fire, visit New York city in connection with the same for obvious reasons. An established and thoroughly advertised and equipped office in the metropolis would not fail to attract such—as prudent men investigate what the market has to offer in their line. Thus, in such an office as Mr. Shelton has opened in New York, the manufacturer seeking a new location, or the location seeking a manufacturer are brought into contact to their mutual advantage, thus saving, perhaps, many miles of fruitless and expensive travel.

The silent medium of constant, systematic and extensive advertising in the various trade journals in the United States and Europe, and the constant flow of direct and systematic issue of circulars to the class of people likely to be considering removal or establishment of manufactories may be all well enough in its way, but it is not at all comparable in point of directness, cheapness and efficacy with the plan proposed by Mr. Shelton. He does not, however, disdain the proper use of printer's ink, as it is his intention to publish regularly, as an adjunct of his business, a large folio covering all points likely to be of interest to his clients in every section of the country—text and diagram being used to convey all needed information.

To illustrate: Suppose the Ousatonic Water company, of Shelton, has an available site for manufacturing which it is willing to dispose of. It notifies Mr. Shelton at his office, No. 298 Broadway, New York, of that fact, whereupon Mr. Shelton sends a blank to be filled out by the company specifying plainly and in a few words, *precisely* what it has to offer, what other manufacturing establishments are in its vicinity, what they are, how many hands employed, the motive power, and various other questions having direct interest to manufacturers generally. Subsequently A. B. of New York, St. Louis or Milwaukee writes Mr. Shelton that "for good and sufficient reasons" it is his intention to make a change of location, and he wants authentic information. To him a blank is sent in which he tells precisely what he wants for the proper carrying on of his business. It may be that the Ousatonic Water company, the city of New Haven, the borough of Ansonia, the city of Bridgeport, or the borough of Birmingham may be able to put this manufacturer in the way of getting just the facilities required. Should subsequent negotiations be fruitful of results Mr. Shelton's compensation, which is fixed at a certain figure, would not only not be considered exorbitant by the parties thus brought together but would in reality be "cheap at any price" as the phrase goes.

Owing to the pressure upon our columns we realize that we have not done justice either to Mr. Shelton or to the great work he has undertaken. Here, where he is well known, however, he has not been accustomed to turn backward, having once put "his hands to the plow." It is his purpose to have a corps of experienced clerks at his headquarters, and if he should fail to infuse into them something of his own business snap, push and sagacity they would prove to be very ordinary mortals, indeed. We do not think that in this "new departure" it will be necessary for Mr. Shelton to pull out of the home enterprises with which he has been successfully connected many years, at all events not for the present, and should profoundly regret it were such a contingency to arise. In seeking a wider field for the exercise of his well known business talents he would have not only the best wishes of all Derby for success, but would carry away a fixed general belief of our people that in his lexicon there's no such word as fail.

The scheme outlined above is one of great proportions, but we feel that Mr. Shelton is just the person to carry it out to a triumphant fruition, if skill, business sagacity and a faithful adherence to sound business principles count for anything.

Baltimore

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE DAILY RECORD, WEDNESDAY, JANUARY 1[illegible], 1890.

Fourth Annual Report of the Board of Directors of the Real Estate Exchange of Baltimore City, for the Year Ending December 31, 1889.

The year 1889 just closed, while it has brought us much to be thankful for, leaves much to be desired as far as our real estate is concerned. The market has for the most part been dull and unsatisfactory and sales of property,(particularly of that subject to permanent leases), have been difficult to make except at low prices, whilst any attempt to force it has resulted generally in either failure or sacrifice. Nor are the causes of this far to seek; with a supply of dwellings in excess of the demands of our population many idle houses must be the result and nothing is less attractive to the investor or more unprofitable, than unproductive property. More direct and far reaching, however than this, is the inequality of our assessments and our excessive taxation. Much of our real estate, particularly dwellings of the middle class, presumably assessed at its market value is in reality taxed largely in excess of what it would bring in the market,—in some cases as much as from thirty to fifty per cent. This alone is, in a measure, destructive to the value of such property; on the other hand, large blocks of vacant land stand upon the tax books of the city at the price assessed more than twelve years ago, and the asking price of its owners attests the utter absurdity of the assessment under which our levy is made.

Much valuable business property too is largely under-assessed and thus escapes its share of the burden. As a matter of fact, the only fair basis of value of improved property for taxable purposes is the *revenue* which the property produces, which for dwellings of the middle class, renting say from $400 to $1000 per year, should not exceed a *capitalization of the rent at ten per cent.* This, taking into consideration repairs, vacancy and the inevitable loss of rent from bad tenants and changes of tenancy, will only *produce a fair average* return upon that valuation, and any higher assessment only depreciates the property to that extent. Warehouse property, having fewer elements of uncertainty and less liability for repairs, will stand a higher rate of capitalization in arriving at its value.

The hope of our real estate for the immediate future lies in the legislature now assembled at Annapolis, and the interest taken in this subject of taxation by our several commercial bodies and leading business men, gives promise of a tangible result.

Three proposed laws to which we should lend our influence and which may be said to be vital to our interests and those of our clients are:

1st, A new ballot law, after the Australian system, ensuring purity of elections upon which depends the election of those who are to represent us and vote our taxes.

2d. A new assessment law, which is of prime importance and should be most carefully prepared, and

3d. A High License Law, which, apart from its moral effects by no means to be disregarded, should add largely to the revenues of the city.

Whilst it seems to be inevitable that real estate must bear the chief burden of taxation, there is no reason why other proper resources should not be availed of to reduce this burden; indeed, in this respect we are far behind our sister cities of the first class. We have neglected our opportunities; we have *given away* valuable franchises to corporations, which have established themselves amongst us not to serve the public but to make money for themselves; we have permitted our streets to be torn up by gas companies and to be disfigured by telegraph and other corporations, to the great discomfort of our people; and more than this, the very licenses which are paid for the privilege of doing business in this city are, without protest, permitted to be turned into the State Treasury. Even the expenses of our Orphans' Court are paid by the city and its revenues turned over to the State.

It is time all this was stopped, and that these revenues from licenses and penalties collected from our citizens should be paid into the city treasury, where they properly belong.

One economy in our city government your exchange is committed to, the abolishment of the Water Registrar's Department and the collection of those taxes in the general levy. This reform would save the expense of carrying on the present department, would greatly simplify the management and transfer of property, and commends itself as a proper measure of economy.

Another measure which we would recommend and which would be of great benefit to both the purchaser of property and the tax department is, that no deed for the transfer of property be admitted to record except upon a certificate from the city collector that all taxes have been paid, including those for the year of the transfer; and that upon the filing of a deed, the clerk of the Court of Records shall furnish a proper memorandum to the collector, in order that said property may be correctly transferred upon his books. This legislation will save much confusion, will ensure the city the prompt payment of these taxes and greatly facilitate the transfer. The fee or charge for the above certificate and transfer should not exceed fifty cents.

There is one practice of our city collector's department which is very reprehensible, and which should be legislated out of existence—the levying upon "one chair" by its bailiffs about the first of February for the taxes of the preceding year; this proceeding is manifestly to secure to the bailiffs certain fees which are promptly [illegible] the bill and no further steps taken under the levy. It is a fraud and deceit, since it threatens to do what it has no intention of carrying out, and, whilst the delinquent owner is not reached, its effect is to thoroughly frighten the innocent tenants who, in many cases, immediately vacate the premises from fear of losing their household effects. It is a pertinent query, in this connection, whether our taxes could not be collected possibly without the services of the bailiffs and with great economy to the department, as well as to the owners of real estate.

Another needed reform is the correction of the existing abuse in the tax department, by which the delinquent owner of *several adjoining lots* is subjected to the ridiculous expense of a plat *for each lot* and a separate long advertisement; and, after the sale, of a separate and costly report of sale, order nisi and ratification by a court of equity *for each lot*, thus needlessly and mercilessly multiplying costs and expenses of a ruinous character to the unfortunate delinquent. All this may be under color of law, but if so the law should be changed.

Still another reform we would urge upon your attention, though it may be too late to accomplish it at the present session of our legislature, is a change in our antiquated law of landlord and tenant; as it now stands few know what many of its requirements are, and it is altogether cumbersome and behind the times. To the Bar Association we may properly look for a remedy for this.

In this connection, too, we recommend and ask your influence to obtain a modification of the law passed by the last legislature providing in cases of monthly tenancies the remedy of a speedy re-entry, so that no more than *eight* days will be required in cases of default to give a landlord possession of his property; and further to make it clear that no more than the fees prescribed for *each specific act performed* shall be demandable by the justice of the peace.

This is important, inasmuch as a large proportion of the cases under this act never come to a trial--peaceable possession being given by the tenant shortly after the issuing of the summons. The fees prescribed by law for this service and the docket entry are seventy-five cents, but it has been the practice of many magistrates to illegally demand *in advance* $2.75, upon the assumption that all the specific services enumerated in the act, including a warrant of re-entry and the ejectment of the tenant, will be rendered.

There is one department of our city service which, perhaps, more than any other, needs to be legislated upon,—the department for the opening and closing of streets. There must be something wrong in a system which, for the opening of a single square of so unimportant a street in the annex as Barclay street from Boundary avenue to First street, and for which there was little or no public demand mulcts the city treasury in the sum of nearly $24,000. There is nothing at this time to justify the city in making such an outlay for the opening of this street, and the ordinance should be repealed.

Another iniquity is the opening of Douglas street with its extravagant awards of damages—notably, the Grand Lodge property on Gay street, 101 by 166 feet, of over $151,000; the "Knapp" property on Holliday street, 75 by 108, $50,500, and Heiller's adjoining, 26 by 108, $21,900, which latter stands assessed for taxes at only $10,422. This improvement is made to cost the city, including its benefit assessments, over $366,000, besides destroying and taking out of the taxable basis a large amount of property now producing taxes. Conceding the necessity for a thoroughfare from the City Hall to Aisquith street, for the accommodation of that section of the city, the object could have been attained by an extension of Lexington street at a comparatively small cost to the city. A grand plaza and wide avenue are very desirable things to have when we have the money to pay for them, but in the face of high taxes and a floating debt should be dispensed with. It is the possibility of such extravagancies as these (to say nothing of the "Bolton Depot" affair, which has cost the city some $450,000) that is so discouraging to real estate interests.

There is one corporation seeking a franchise from the city which merits our attention, on account of the public character of the undertaking and the largeness of the private interests involved, the "Belt Line Railroad Company." Any enterprise which promises as much as this in the way of increasing our railroad and freight facilities and promoting rapid transit, deserves and should receive encouragement, and as far as possible should be relieved from any unreasonable exactions. No burdens should be put upon it that were not imposed upon other similar enterprises centering here and in this connection it does not seem reasonable that this company should be compelled, as suggested by some, to pay the city for the privilege of running the railroad under its streets, or to donate a thoroughfare from the Richmond Market to Mt. Royal avenue, unless, indeed, it is proposed to discourage the undertaking altogether.

There is one feature of the scheme however, to which in our judgment the city should not give its assent and that is the proposed *open cut* eastwardly along Seventh street. It can hardly be denied that this open tunnel way will seriously damage the interests of the northern section now about being developed, will retard its improvement and greatly impair the value of the adjoining land. For these reasons any grant by our city council should require a covered tunnel from Huntington avenue eastwardly as far at least as the York Road.

Referring once more to the new assessment law, it is important to *emphasize the fact* that no matter how carefully prepared its value to us, looking to an honest and equitable assessment of all property, will chiefly depend upon *those who are appointed to carry it into effect.* The assessors should not be men appointed, as is too often the case, merely as a reward for party services, but *experts*, well equipped for the work, having a thorough knowledge of the value of our real estate; men of character and integrity, who will be free from even the suspicion of what is known as "influence" and whose valuations cannot be impeached. The compensation should be ample to secure such men and, if possible, the appointment for the city of Baltimore should be vested in the Mayor, as one best fitted to judge of the qualification of the appointees.

The outlook for 1890 in real estate is certainly better than for many years past and with proper tax and revenue laws our property will soon regain its value, and proving attractive as an investment its enhancement will be rapid and permanent. The many enterprises for improvement and development in our midst, will give work to the unemployed and create business for the material men, merchants and manufacturers. The liberation of some $13,000,000 of capital locked up in city stock (to be redeemed during the present year), and its distribution among our citizens for re investment, is an element which promises increased activity in real estate when we consider that good stocks and bonds are very *high*, and real estate very *low*. Investors will soon discover that money placed in real estate at its present cheap figures will not only produce a better income than high priced bonds, but that the margin for prospective increase of value will be a special inducement in favor of real estate investments. Should one-half or even one-third of this vast sum find its way into real estate, the effect upon the market would be marvelous.

The future of our city is bright with promise; commerce and trade are prosperous, and many important industries are springing up in our midst. Particularly we would mention the new sugar refinery now being erected, which is expected to add so much to our material prosperity. Many additions have been made in the past year to our manufacturing industries, and there is every reason why these should be largely increased in the near future. With a magnificent water front, cheap land well located for factory purposes, an unlimited supply of water almost free, cheap fuel, exemption of plant from local taxation, cheap and accessible homes for mechanics, and a most abundant market, we offer such inducements to manufacturers, that ere long must establish our city as a large manufacturing centre.

Building in 1889 has been a little less active than during the past year, having fallen of about 12 per cent. The number of new buildings erected in 1889 were 1,926, as compared with 2,188 in 1888. One long felt want, that of modern office accommodations, is now being rapidly supplied. The handsome new building of the Farmers' and Merchants Bank was finished during the past year. The National Bank of Baltimore is just completing its magnificent seven-story building, and the Central Savings Bank is about to commence a like structure upon its old site at the southeast corner of Charles and Lexington streets. The "Law Buildings" at the corner of St. Paul and Lexington streets, which have long been an "eye sore" to that locality, have recently been sold and are to be supplanted by a fine modern office building; we also understand that a portion of the old Barnum's Hotel property, recently purchased by the National Trust and Guarantee-Company, will be improved for a like purpose.

The apartment house or "flat" is one of the requirements of modern times in all well appointed cities, and in this we are very deficient. It would seem to offer an attractive field for investment.

Auction sales at the Exchange, during the past year have aggregated $500,062 as against $980,527 in 1888; 386 pieces of property were sold.

On December 16th last your President, Mr. Thomas Hill, from personal reasons which he could not ignore, felt compelled to tender his resignation as president of your exchange, which position he has held uninterruptedly since your organization. It was accepted with great reluctance by your board, and we tender him in your name most grateful thanks for the faithful and unremitting care with which, at no little sacrifice to himself, he has for the past four years watched over the interests of your association.

The Baltimore *American* still continues its Real Estate market report, and in its columns will be found daily the "wants and offerings" of the Real Estate Exchange. It deserves our thanks for its continued interest in our affairs, and our patronage should follow as a matter of course.

THE DAILY RECORD, *which devotes itself largely to matters of interest to dealers in real estate, also merits our support. It continues the publication of our classified list of dwellings and other property for rent, which has proved such a boon to house-hunters, and its columns are always open to us all.*

Under the resolution lately adopted by your association new members will be admitted up to March 1, 1890, without the entrance fee to be charged after that date.

In view of the expected demand for [illegible] our members should [illegible] the necessary [illegible] authority and register all new property obtainable, in order that we may be prepared to fill the wants of all seekers of investments during the year from our full lists.

The recent change in our constitution, which offers more liberal opportunities for the exchange of business, it is hoped will add largely to our membership and lead to the increased prosperity of the Exchange.

Respectfully submitted,
GEORGE H. SARGEANT,
BALTO., Jan. 11, '90 Vice-President.

JANUARY 22, 1890.

ROCHESTER MORNING HERALD

A STREET RAILROAD REVOLUTION.

A petition of great interest and importance, the text of which is published elsewhere in the HERALD this morning, was submitted to the common council by the Rochester City and Brighton Railroad company. The request was simply that a conference be granted between a committee of the council and the company named above with a view to arriving at an understanding whereby the company can substitute electricity for horses on the street cars of this city.

But in presenting its request the company gave at length its reasons for the proposed change and for preferring electricity to the cable system. The readers of the MORNING HERALD need not to be assured that this paper is entirely in accord with all of the conclusions reached by the company after a most careful and thorough investigation, since we have in these columns from time to time set forth views entirely in harmony with those presented in the company's petition.

First, we heartily indorse the determination of the company to abandon entirely the use of horses and adopt a more modern and satisfactory motor power for its cars.

Secondly, from what we have seen of the cable system in other cities and for the reasons advanced in the company's statement we do not believe that system is desirable in Rochester or would be practicable here.

Thirdly, we hold that the electric motor furnishes the best power known for propelling street cars and that the company has come to a wise conclusion in resolving to universally apply that kind of power to its cars in this city.

In the statement submitted to the council the company pledges itself to practically rebuild all its lines as well as to abandon the use of the bob-tail cars altogether within a period of two years. Should these promises be carried out, as we have no doubt they will be if the council and the people co-operate with the company in bringing about under suitable conditions and restrictions the proposed reform, Rochester will in a short time have one of the most complete street railroad systems in the country and will enjoy the benefits of rapid transit instead of the necessarily slow, time-wasting street railroad travel we have at present. Of course, in this matter, the interests of the city and of the people must be carefully guarded, but a liberal treatment of the question will be found entirely in line with all essential precautions.

HOW FIGURES CAN BE USED.

Figures can be made to prove anything. For instance, they are used by that very active body the Olean board of trade to prove that Olean is the place to hold the world's fair. The map and accompanying statistics are printed on one side of a letter sheet which all Olean business houses are using for their correspondence. This map shows that within a circle of 500 miles radius, centering on Olean, is a population of 40,107,034, within a similar circle around St. Louis, 30,584,905 people; within a like circle around Chicago, 27,430,779 people, and within such circle around New York, 24,385,707. This is amusing because it is silly, but one cannot help admiring the audacity of the business men who use such figures in an argument. Though the numbers are absolutely correct, they prove nothing unless it is that figures in themselves correct must be considered with their relation to other things. The figures that Olean uses would apply with equal force and truthfulness to Ellicottville, Cuba, Jamestown, Attica or even Buffalo.

STREET CARS.

SHALL THEY BE RUN BY ELECTRICITY?

New Company Asks the Consent of the Common Council to Make the Change—What It Promises to Do.

About half a dozen spectators occupied seats behind the railing at the meeting of the common council last evening. In the absence of President Tracy, Alderman Kelly presided. After the usual amount of opening routine business Alderman Hall presented a report from the city property committee stating that the amount of damage done by the fire in number 22 school building had been appraised at $491.86.

The following first ordinances were adopted: Henry street plank walk, $205; avenue D pipe sewer, $780; Lyell avenue improvement, $1,100; Jay street sewer cleaning, $230; opening new street from Seward street south.

Final ordinances were disposed of as follows: Oxford street asphalt improvement, adopted; Gates avenue pipe sewer, postponed two weeks for amendment; Seward street improvemen, adopted; Cleveland street macadam improvement, postponed two weeks; Haag's alley pipe sewer, postponed two weeks; Chestnut park widening, postponed two weeks.

The assessment roll for the Brayer place extension was confirmed, but consideration of that for the extension of Mason street was postponed two weeks.

Alderman Fee presented this important communication from the street railroad company:

To the Honorable the Common Council of the City of Rochester:

The Rochester City and Brighton railroad company respectfully represents:

That at a meeting of your honorable body, held on the 26th day of July, 1887, the petition of this company was presented, asking that permission be granted for the operation of the cars of this company upon the lines and branches of its railroad in the city of Rochester, by means of electricity as motive power. Upon the said petition, the following resolution was adopted:

"By Alderman Elliott. [By request.]

"Resolved, That the Rochester City and Brighton railroad company is hereby authorized to operate its cars by means of electricity as a motive power.

"The said company is hereby authorized to make such alterations along the line of its railway as may be necessary to adapt its said railroad to the use of the electric system, said motive power to be subject to the approval of the common council, after the company has selected the form it prefers."

As is well known, it has been the intention of this company since the change of ownership of its stock, which occurred on the 23d day of November last, to so change and improve the system as to give to the people of this city rapid transit over all the lines of its railroad. That our people need a street railroad system which will furnish means of rapid communication from one section of the city to another must be evident to everyone who is at all familiar with the growth and development of the city.

It must also be evident to all who are familiar with the operation of street railroads that the day of street car propulsion by horse power, in large and progressive cities, has gone by. In many cities of the country electricity has been adopted as motive power, to the entire satisfaction of the people. In other and larger cities the cable system has been adopted and has given entire satisfaction, but either electricity or cable has come to be regarded as the successful motive power for street car operation, wherever rapid transit is desired.

Since the change of ownership which has been referred to took place this company began an investigation to determine as to the best system of rapid transit for adoption in this city. The directors of this company have visited many cities and made a careful study to determine as to the merits and demerits of the systems in use in those cities, with the view of determining upon a system for this city. The vast sum of money which this company will be obliged to expend in changing its system to either cable or electricity made it necessary that the most painstaking and careful investigation should be made by the officers of this company, as a mistake, if one should be made, would be most serious to the company itself as well as to the people of the city.

Most of the stockholders of this company were familiar with the cable system as employed at Philadelphia, Pittsburg and other places, and nearly all of them, in the outset, were strongly in favor of the adoption of the cable system here.

In the cable system, as is well known, the motive power operates a heavy steel cable, traveling over pulleys in a conduit between the rails of each track. The cable can be, of course, made to move to any speed up to 12 to 15 miles miles per hour. In this city the lines of railroad on Exchange street, West avenue and Allen street cross the Erie canal on lift or swing bridges. If the cable system should be adopted in this city, it would be necessary either to maintain separate power stations, and operate separate cables, on either side of the canal, or to depress the cable under the canal on various lines, in either of which case it would be necessary to move the cable cars across the canal bridges with horses. The expense of constructing and maintaining several power stations would be so great as to render operation thereby practically prohibitory in this city, while the delay and difficulty in moving the cable cars across the bridges with horses present an insuperable difficulty in cable railroad operation.

We found further that the arches of the East Main street bridge over the Genesee river are so constructed with reference to the surface of the pavement of the street as to make it impossible to construct conduits across such bridge for the cable, for the reason that the distance from the under surface of the crown of the westerly arch of such bridge is only 18 inches below the surface of the street.

It is further to be said that the manner in which this city is laid out, the general course and direction of the streets, renders it impossible to operate a cable system at all successfully, except upon the main thoroughfares now occupied by the street car lines. Except for the difficulty of crossing the water courses which have been above referred to, cable lines might very well be constructed and operated on East and West Main streets and West avenue, and on North avenue, Lake avenue and possibly some other streets, but on many of the lines of this company it is mechanically impossible to operate a cable, because of the multitude of sharp curves which are met with. If the cable system should be adopted as to two or three of the main and straight roads in this city, it would be necessary [illegible] the other lines to use horses to propel the [illegible] and the result would necessarily be a [illegible] system of transfers from the [illegible] into the main cable lines [illegible] quickly become a public nuisance. [illegible] railroad construction is so great, and the expense of operation is so large, that the cable system cannot be made to pay, except upon lines substantially straight and of considerable length, where the traffic is very heavy. Rochester is a round city; all of the street car lines radiate from a common center; necessarily the traffic on each line is comparatively light—too light, in fact, to justify, if the other difficulties mentioned were overcome, the enormous outlay involved in the construction of a cable railroad system.

The foregoing are some of the reasons which have led this company to determine that the cable system is not the system which can be successfully applied in this city.

If rapid transit is to be afforded to the people of the city of Rochester, we are satisfied that electricity must be adopted as a motive power for the propulsion of the cars. As is well known, electric railroads are now in operation in nearly every city of importance in this country.

The West End company of Boston—a company owning substantially all the street railroad lines of that city—has obtained from the common council, by unanimous vote, the right to equip all of its lines with reference to operation by electricity. The Boston Herald of January 12th says: "The best measure of the success of the electric cars is their popularity. They are patronized in every instance in preference to horse cars, where the route to be traveled presents a choice. The popularity may be credited to their time-saving qualities. On the lines now operated they have reduced the time between distant points from 40 to 50 per cent., and will, it is obvious, be able to reduce it still more when electricity extends over the entire system."

The electric system is now in use upon Euclid avenue, the finest residence street in Cleveland, and at the formal demand of the city council of that city, as we are informed, the electric company has completed its line down to the public square, in the very heart of the city. Those cars make an average of about one hundred and twenty five miles a day, as against 60 heretofore made with horse cars.

In this state, there are electric roads in successful operation at Syracuse, Binghamton, Utica, Albany, Troy, Ithaca, Brooklyn and Buffalo.

The people of Rochester have, of course, been made familiar with operation by electricity by their experience with the Rochester electric railroad, extending from the Ridge road to Ontario beach.

St. Louis, Cincinnati, Kansas City, Detroit, Minneapolis, St. Paul, Des Moines, Omaha, Pittsburg, and many other of the progressive cities of the country have successful and popular electric roads in operation. In most, if not all of these cities, the popularity of the electric railroad has been so great that extensive additions are being made to the systems, in consequence of the strong sentiment of the people in their favor.

In no electric railroad system which has been adopted in this country is the pressure of the electric current in excess of 500 volts. There has never yet been a case of death or serious injury caused by an electric current of this pressure. Over and over again, however, people have voluntarily taken the full force of the 500 volt current, without any injury whatever. The accidents which have been caused in some of the cities of this country by electricity have invariably been caused by an electric current of 1,000 or more volts.

The merits of the electric system may be briefly summarized, as follows:

First—There is practically no limit to the speed of the cars, except that which may be imposed by city ordinance. Cars on the Allston line in Boston often attain a speed of 25 miles per hour. Twelve miles an hour, it is thought, would not be impracticable in the suburbs of this city, and that speed with the electric system is less dangerous to individuals than by any other system, by reason of the control of the car which is possessed by the driver. The driver may, in addition to applying instantly the powerful brakes with which the cars will be equipped, reverse the current, and the result is that the greater the speed which has been attained by the car, the greater will be the power to stop it when the current is reversed.

Second—The service is perfectly reliable, and an accident on any portion of the line will not affect any other portion, while with the cable an accident to, or the breaking of, the cable necessarily stops all the cars moved by the cable.

Third—The electric system is a cleanly system; there is no dust from horses, no wearing out of the pavement between the tracks by the movement of the car and no cleaning of conduits.

Fourth—The cars will all be lighted by electricity.

Fifth—Horses will be entirely done away with in the operation of the system; hence people will not be distressed by seeing them strain every nerve to move a loaded car during the hours when travel is heavy. The power plant which this company intends to construct will be large enough to furnish sufficient power to move as many loaded cars up to the full limit of speed, as the conditions of traffic require.

This company proposes, if an agreement shall be made with reference to the conditions for operation by electricity, and if the necessary consents be obtained, to entirely dispense with bob-tail cars, and to put large and handsome cars upon all the lines. It also proposes to entirely re-build all the tracks of this company where the tram-rail is now laid, with steel girder rails, with first class and permanent construction throughout.

It is the purpose of this company, if the necessary consents to the change from horse power to electricity be obtained, to commence the work of reconstruction and change in the early spring, and to have at least 40 electric cars in operation by the first day of August next, and to change the entire system from horse power to electricity within two years.

We therefore respectfully ask that a conference may be had between your honorable body of a committee to be named and this company, to the end that an agreement may be made as to the conditions upon which this company may operate its cars by electricity instead of by horse power.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY, by G. E. MUMFORD, President.

A resolution, also presented by Alderman Fee, authorizing the appointment of a committee of six to confer with the company regarding its application was adopted. The committee will be appointed by President Tracy.

A resolution offered by Alderman Selye directing the city attorney to proceed against the brick and tile works as a nuisance, unless the annoyances complained of were abated, was adopted.

The use of the City hall was granted the grand lodge of the Ancient Order of United Workmen for its annual meeting in this city, beginning March 4th, and the Western New York horticultural society was granted the use of the common council chamber for today and to-morrow.

Alderman Selye presented a resolution reciting the fact that "the Erie canal is a source of unjust taxation to this city," in causing the taxpayers to pay for new bridges that the state should pay for. The resolution states that lift or swing bridges should be substituted for all of the old-fashioned stationary canal bridges in this city and recommends the appointment of a committee to wait on the board of public works in Albany for this purpose and also to secure the refunding of money already paid by Rochester citizens for new bridges. The resolution was adopted.

Democrat and Chronicle
JANUARY 22, 1890.

THE BOB-TAIL WILL GO

Latest Promise and Prayer of the Street Railway People.

THE CANAL AND THE CITY

Wherein the Tax Payers are Subjected to Unjust Impositions—Committee to Visit Albany—Various Other Matters Considered by Aldermen.

Alderman Kelly, who has been confined to his home for several days by illness, was so far recovered last evening, as to be present at the meeting of the City Fathers and in the absence of Alderman Tracy to wield the aldermanic gavel. Aldermen Lempert and Swikehard were the only other absentees.

After the usual number of bills had been presented Alderman Hall offered the report of the city property committee in regard to the assessed damages to No. 22 School, caused by the late fire. The damage assessed is $491.86, and the city clerk was instructed to notify the proper parties that the matter would be settled by accepting this sum.

The clerk read a communication from Fire Marshal McCormick relative to the results of his examination of the Central Church spire yesterday afternoon. Mr. McCormick gives it as his opinion that from what he was able to see there was no cause for alarm; that the brick and stone material seemed perfectly solid. The Fire Marshal, however, advised that as there seems to be fear in the minds of some of the Sophia street residents, occasioned by the reported unsafe condition of the steeple, an expert should be employed to further examine into its condition. A resolution was adopted, offered by Alderman Sullivan, directing the chairman to appoint a committee of three to immediately make a further examination of the spire, and empowering the committee to employ an expert, if found necessary. Chairman Kelly appointed as such committee Aldermen Tracy, Sullivan and Kohlmetz.

The following communication from the Rochester City and Brighton railroad was offered by Alderman Fee:

To the Honorable the Common Council of the City of Rochester:

"The Rochester City & Brighton Railway Company respectfully represents:

"That at a meeting of your honorable body, held on the 26th day of July, 1887, the petition of this company was presented, asking that permission be granted for the operation of the cars of this company upon the lines and branches of its railroad in the city of Rochester, by means of electricity as motive power. Upon the said petition, the following resolution was adopted:

By Alderman Elliott. (By request.)

"'*Resolved*, That the Rochester City & Brighton Railroad Company is hereby authorized to operate its cars by means of electricity as a motive power.

"The said company is hereby authorized to make such alterations along the line of its railway as may be necessary to adapt its said railroad to the use of the electric system, said motive power to be subject to the approval of the Common Council, after the company has selected the form it prefers.'

"As is well known, it has been the intention of this company since the change of ownership of its stock, which occurred on the 23rd day of November last, to so change and improve the system as to give to the people of this city, rapid transit over all the lines of its railroad. That our people need a street railroad system which will furnish means of rapid communication from one section of the city to another, must be evident to everyone who is at all familiar with the growth and development of the city.

"It must also be evident to all who are familiar with the operation of street railroads, that the day of street car propulsion by horse power, in large and progressive cities, has gone by. In many cities of the country, electricity has been adopted as motive power, to the entire satisfaction of the people.

"In other and larger cities, the cable system has been adopted, and given entire satisfaction, but either electricity or cable has come to be regarded as the successful motive power for the street car operation, wherever rapid transit is desired.

"Since the change of ownership which has been referred to, took place, this company began an investigation to determine as to the best system of rapid transit for adoption in this city. The directors of this company have visited many cities and made a careful study to determine as to the merits and demerits of the systems in use in those cities, with the view of determining upon a system for this city. The vast amount of money which this company will be obliged to expend in changing its system to either cable or electricity, made it necessary that the most pains-taking and careful investigation should be made by the officers of the company, as a mistake, if one should be made, would be most serious to the company itself, as well as to the people of the city.

"Most of the stockholders of this company were familiar with the cable system as employed at Philadelphia, Pittsburg, and other places, and nearly all of them in the outset, were strongly in favor of the adoption of the cable system here.

"In the cable system, as is well known, the motive power operates a heavy steel cable, traveling over pulleys in a conduit between the rails of each track. The cable can be, of course, made to move to any

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

speed up to twelve to fifteen miles per hour. In this city, the lines of railroad on Exchange street, West avenue and Allen street, cross the Erie canal on lift or swing bridges. If the cable system should be adopted in this city, it would be necessary either to maintain separate power stations, and operate separate cables, on either side of the canal, or to depress the cable under the canal on the various lines, in either of which cases it would be necessary to move the cable cars across the canal bridges with horses. The expense of constructing and maintaining several power stations, would be so great as to render operation thereby practically prohibitory in this city, while the delay and difficulty in moving the cable cars across the bridges with horses, present an insuperable difficulty in cable railroad operation.

"We found further that the arches of the East Main street bridge over the Genesee river, are so constructed with reference to the surface of the pavement of the street, as to make it impossible to construct conduits across such bridge, for the cable, for the reason that the surface of the crown of the westerly arch of such bridge is only eighteen inches below the surface of the street.

"It is further to be said, that the manner in which *this city is laid* out, the general course and direction of the streets, renders it impossible to operate a cable system at all successfully, except upon the main thoroughfares now occupied by the street car lines. Except for the difficulty of crossing the water courses which has been above referred to, cable lines might very well be constructed and operated on East and West Main streets and West avenue, and on North avenue, Lake avenue, and possibly some other streets, but on many of the lines of this company, it is mechanically impossible to operate a cable, because of the multitude of sharp curves which are met with. If the cable system should be adopted as to two or three of the main and straight roads in this city, it would be necessary on the other lines to use horses to propel the cars, and the result would necessarily be a complicated system of transfers from the shorter lines feeding into the main cable lines, which would quickly become a public nuisance. The first cost of cable railroad construction is so great, and the expense of operation is so large, that the cable system cannot be made to pay, except upon lines substantially straight and of considerable length, where the traffic is very heavy. Rochester is a round city; all of the street car lines radiate from a common center; necessarily, the traffic on each line is comparatively light—too light, in fact, to justify, if the other difficulties mentioned were overcome—the enormous outlay involved in the construction of a cable railroad system.

"The foregoing are some of the reasons which have led this company to determine that the cable system is not the system which can be successfully applied in this city.

"If rapid transit is to be afforded to the people of the city of Rochester, we are satisfied that electricity must be adopted as the motive power for the propulsion of the cars. As is well known, electric railroads are now in operation in nearly every city of importance in this country.

"The West End Company, of Boston, a company owning substantially all the street railroad lines of that city, has obtained from the Common Council, by unanimous vote, the right to equip all of its lines with reference to operation by electricity. The Boston *Herald* of January 12th says: 'The best measure of the success of the electric cars is their popularity. They are patronized in every instance in preference to horse cars where the route to be traveled presents a choice. That popularity may be credited to their time-saving qualities. On the lines now operated they have reduced the time between distant points from 40 to 50 per cent. and will, it is obvious, be able to reduce it still more when electricity extends over the entire system.'

"The electric system is now in use upon Euclid avenue, the finest residence street in Cleveland, and at the formal demand of the City Council of that city, we are informed, the electric company has completed its line down to the public square, in the very heart of the city. These cars make an average of about one hundred and twenty-five miles a day, as against sixty heretofore made with horse cars.

"In this state there are electric roads in successful operation at Syracuse, Binghampton, Utica, Albany, Troy, Ithaca, Brooklyn and Buffalo.

"The people of Rochester have, of course, been made familiar with operation by electricity, by their experience with the Rochester electric railroad extending from the Ridge Road to Ontario Beach.

"St. Louis, Cincinnati, Kansas City, Detroit, Minneapolis, St. Paul, Des Moines, Omaha, Pittsburg, and many other of the progressive cities of the country, have successful and popular electric roads in operation. In most, if not all of these cities, the popularity of the electric railroad has been so great, that extensive additions are being made to the systems, in consequence of the strong sentiment of the people in their favor.

"In no electric railroad system which has been adopted in this country, is the power in excess of 500 volts. There has never yet been a case of death or serious injury caused by an electric current of this power. Over and over again, however, people have voluntarily taken the full force of the 500 volt current, without any injury whatever. The accidents which have been caused in some of the cities of this country by electricity, have invariably been caused by an electric current of 1,000 or more volts.

"The merits of the electric system may be briefly summarized, as follows:

"First.—There is practically no limit to the speed of the cars, except that which may be imposed by city ordinance. Cars on the Allston line in Boston, often attain a speed of twenty-five miles per hour. Twelve miles an hour, it is thought, would not be impracticable in the suburbs of this city, and that speed with the electric system is less dangerous to individuals than by any other system, by

out of existence [illegible] upon [illegible]

[illegible] of the car [illegible] possessed by the driver. The driver may, in addition to applying instantly the powerful brakes with which the cars will be equipped, reverse the current, and the result is that the greater the speed which has been attained by the car, the greater will be the power to stop it when the current is reversed.

"Second.—The service is perfectly reliable, and an accident on any portion of the line will not affect any other portion, while with the cable, an accident to, or the breaking of the cable, necessarily stops all the cars moved by the cable.

"Third.—The electric system is a cleanly system; there is no dust from horses, no wearing out of the pavement between the tracks by the movement of the car, and no cleaning of conduits.

"Fourth.—The cars will all be lighted by electricity.

"Fifth.—Horses will be entirely done away with in the operation of the system—: hence people will not be distressed by seeing them strain every nerve to move a loaded car, during the hours when travel is heavy. The power plant which this company intends to construct, will be large enough to furnish sufficient power to move as many loaded cars up to the full limit of speed, as the conditions of traffic require.

"This company proposes, if an agreement shall be made with reference to the conditions for operation by electricity, and if the necessary consents be obtained, to entirely dispense with bob-tail cars, and to put large and handsome cars upon all the lines.

"It also proposes to entirely rebuild all the tracks of this company where the tram-rail is now laid, with steel girder rails, with first class and permanent construction throughout.

"It is the purpose of this company, if the necessary consents to the change from horse power to electricity be obtained, to commence the work of reconstruction and change in the early spring, and to have at least forty electric cars in operation by the first day of August next, and to change the entire system from horse power to electricity within two years.

"We therefore, respectfully ask that a conference may be had between your honorable body or a committee to be named, and this company, to the end that an agreement may be made as to the conditions upon which this company may operate its cars by electricity instead of by horse power.

"The Rochester City & Brighton Railroad Company by

"G. E. MUMFORD, President."

The communication was disposed of by adopting the following resolution offered by Alderman Fee:

"*Resolved*, That the petition of the Rochester City & Brighton Railway Company, with reference to the change of its system of operation to electricity, be received, filed and published, and that a committee of five members of this board, one of whom shall be the president of the board, be appointed by the president of the board, who, with the superintendent of the Fire Alarm Telegraph, shall be instructed to confer with the said company as to the terms and conditions upon which the said company may operate its cars by electricity and that said committee of six report to this board such terms and conditions for its action."

First ordinances were adopted as follows: Henry street, plank walk, estimated expense, $205; Avenue D, sewer, estimated expense, $780; Lyell avenue improvement, estimated expense, $1,100; Jay street, sewer cleaning, estimated expense, $230; opening street from Stewart south, estimated expense, ——.

Final ordinances were thus disposed of: Oxford street, asphalt improvement, adopted; Gates avenue, pipe sewer, remonstrance entered and postponed two weeks; Seward street improvement, adopted; Cleveland street, macadam improvement, postponed two weeks; Hoags alley, pipe sewer, postponed two weeks; Chestnut Park, widening, postponed two weeks.

Brayer Place extension assessment roll was affirmed; Mason street extension assessment roll being further postponed for two weeks.

Alderman Selye presented a resolution and it was adopted, directing that the city attorney take the necessary action to enforce the city ordinance relative to the smoke nuisance resulting from the Rochester Brick and Tile Company's works. By resolutions offered by Alderman Hall the use of the City Hall was granted to the Grand Lodge of the Ancient Order of United Workmen which convenes March 4th and to the Western New York Horticultural Society for its coming meeting.

The following resolution was offered by Alderman Selye and adopted:

"WHEREAS—The State Board of Public Works has failed in many instances to place swing or lift bridges where streets of this city intersect with the Erie canal and,

"WHEREAS—The old-fashioned stationary bridges are a nuisance, and

"WHEREAS—The necessity for changing the style of bridges to lift or swing bridges has been the occasion of unjust and illiberal taxation upon certain portions of our city and will so continue to place heavy impositions upon the tax-payers of this city and elsewhere.

"*Resolved*—That the Erie canal is a source of unjust taxation to this city, and be it further,

"*Resolved*—That a committee of three be appointed by the chairman of this board, to proceed to Albany to set forth the injustice of the state in not substituting lift and swing bridges in certain cases for the old-fashioned stationary bridges, and for the reimbursing by the state for the expenses heretofore incurred by our tax-payers for lift and swing bridges already built by our citizens."

It is expected that President Tracy will announce this committee, as well as the one to confer with the street railway company, to-day.

Alderman Sullivan, with his usual taste for the beautiful, offered a resolution directing the city property committee to purchase a suitable gavel for the use of the council "to take the place of the present 'bung starter' which has so long disgraced the chairman's desk," and with this the board adjourned.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. [illegible]

COMMON COUNCIL MEETING

STREET RAILROAD ASKS CONSENT TO AN ELECTRIC SYSTEM.

Reasons for Preferring the Electric to the Cable System—Proposition to Commence Work in the Spring and Complete It in Two Years—Ordinances Adopted.

Ald. Kelly presided at the regular meeting of the Common Council last evening in the absence of President Tracy. The usual number of bills and petitions were presented and referred. Under the head of reports of standing committees Ald. Hall presented a report stating that the damage by fire to the public school No. 22 had been appraised at $491.86 by the commissioners representing the city and the insurance companies.

The following first ordinances were adopted: Henry street plank walk, $205; avenue D pipe sewer, $780; Lyell avenue improvement, $1,100; Jay street sewer cleaning, $230; opening new street from Seward street south.

Final ordinances were disposed of as follows: Oxford street asphalt improvement, adopted; Gates avenue pipe sewer, postponed two weeks for amendment; Seward street improvement, adopted; Cleveland street macadam improvement, postponed two weeks; Haag's alley pipe sewer, postponed two weeks; Chestnut park widening, postponed two weeks. The assessment roll for the Brayer place extension was confirmed. Consideration of the assessment roll for the extension of Mason street was postponed two weeks.

Ald. Fee presented the following interesting communication from the street railroad company:

To the Honorable the Common Council of the City of Rochester:

The Rochester City and Brighton railroad company respectfully represents:

That at a meeting of your honorable body, held on the 26th day of July, 1887, the petition of this company was presented, asking that permission be granted for the operation of the cars of this company upon the lines and branches of its railroad in the city of Rochester, by means of electricity as motive power. Upon the said petition, the following resolution was adopted:

"By Alderman Elliott. [By request.]

"Resolved, That the Rochester City and Brighton railroad company is hereby authorized to operate its cars by means of electricity as a motive power.

"The said company is hereby authorized to make such alterations along the line of its railway as may be necessary to adapt its said railroad to the use of the electric system, said motive power to be subject to the approval of the common council, after the company has selected the form it prefers."

As is well known, it has been the intention of this company since the change of ownership of its stock, which occurred on the 23d day of November last, to so change and improve the system as to give to the people of this city rapid transit over all the lines of its railroad. That our people need a street railroad system which will furnish means of rapid communication from one section of the city to another must be evident to everyone who is at all familiar with the growth and development of the city.

It must also be evident to all who are familiar with the operation of street railroads that the day of street car propulsion by horse power, in large and progressive cities, has gone by. In many cities of the country electricity has been adopted as motive power, to the entire satisfaction of the people. In other and larger cities the cable system has been adopted and has given entire satisfaction, but either electricity or cable has come to be regarded as the successful motive power for street car operation, wherever rapid transit is desired.

Since the change of ownership which has been referred to took place this company began an investigation to determine as to the best system of rapid transit for adoption in this city. The directors of this company have visited many cities and made a careful study to determine as to the merits and demerits of the systems in use in those cities, with the view of determining upon a system for this city. The vast sum of money which this company will be obliged to expend in changing its system to either cable or electricity made it necessary that the most painstaking and careful investigation should be made by the officers of this company, as a mistake, if one should be made, would be most serious to the company itself as well as to the people of the city.

Most of the stockholders of this company were familiar with the cable system as employed at Philadelphia, Pittsburg and other places, and nearly all of them, in the outset, were strongly in favor of the adoption of the cable system here.

In the cable system, as is well known, the motive power operates a heavy steel cable, traveling over pulleys in a conduit between the rails of each track. The cable can be, of course, made to move to any speed up to 12 to 15 miles per hour. In this city, the lines of railroad on Exchange street, West avenue and Allen street cross the Erie canal on lift or swing bridges. If the cable system should be adopted in this city, it would be necessary either to maintain separate power stations and operate separate cables, on either side of the canal, or to depress the cable under the canal on various lines, in either of which case it would be necessary to move the cable cars across the canal bridges with horses. The expense of constructing and maintaining several power stations would be so great as to render operation thereby practically prohibitory in this city, while the delay and difficulty in moving the cable cars across the bridges with horses present an insuperable difficulty in cable railroad operation.

We found farther that the arches of the East Main street bridge over the Genesee river are so constructed with reference to the surface of the pavement of the street as to make it impossible to construct conduits across such bridge for the cable, for the reason that the distance from the under surface of the crown of the westerly arch of such bridge is only 18 inches below the surface of the street.

It is further to be said that the manner in which this city is laid out, the general course and direction of the streets, renders it impossible to operate a cable system at all successfully, except upon the main thoroughfares now occupied by the street car lines. Except for the difficulty of crossing the water courses which have been above referred to, cable lines might very well be constructed and operated on East and West Main streets and West avenue, and on North avenue, Lake avenue and possibly some other streets, but on many of the lines of this company it is mechanically impossible to operate a cable, because of the multitude of sharp curves which are met with. If the cable [illegible] as to two or three of [illegible] in this city, it would [illegible]

[illegible] that the cable system cannot be made to pay except upon lines substantially straight and of considerable length where the traffic is very heavy. Rochester is a round city; all of the street car lines radiate from a common center; necessarily the traffic on each line is comparatively light—too light, in fact, to justify, if the other difficulties mentioned were overcome, the enormous outlay involved in the construction of a cable railroad system.

The foregoing are some of the reasons which have led this company to determine that the cable system is not the system which can be successfully applied in this city.

If rapid transit is to be afforded to the people of the city of Rochester, we are satisfied that electricity must be adopted as a motive power for the propulsion of the cars. As is well known, electric railroads are now in operation in nearly every city of importance in this country.

The West End company of Boston—a company owning substantially all the street railroad lines of that city—has obtained from the common council, by unanimous vote, the right to equip all of its lines with reference to operation by electricity. The Boston Herald of January 12th says: "The best measure of the success of the electric cars is their popularity. They are patronized in every instance in preference to horse cars, where the route to be traveled presents a choice. The popularity may be credited to their time-saving qualities. On the lines now operated they have reduced the time between distant points from 40 to 50 per cent., and will, it is obvious, be able to reduce it still more when electricity extends over the entire system."

The electric system is now in use upon Euclid avenue, the finest residence street in Cleveland, and at the formal demand of the city council of that city, as we are informed, the electric company has completed its line down to the public square, in the very heart of the city. These cars make an average of about one hundred and twenty five miles a day, as against 60 heretofore made with horse cars.

In this state there are electric roads in successful operation at Syracuse, Binghamton, Utica, Albany, Troy, Ithaca, Brooklyn and Buffalo.

The people of Rochester have, of course, been made familiar with operation by electricity by their experience with the Rochester electric railroad, extending from the Ridge road to Ontario beach.

St. Louis, Cincinnati, Kansas City, Detroit, Minneapolis, St. Paul, Des Moines, Omaha, Pittsburg, and many other of the progressive cities of the country have successful and popular electric roads in operation. In most, if not all of these cities, the popularity of the electric railroad has been so great that extensive additions are being made to the systems, in consequence of the strong sentiment of the people in their favor.

In no electric railroad system which has been adopted in this country is the pressure of the electric current in excess of 500 volts. There has never yet been a case of death or serious injury caused by an electric current of this pressure. Over and over again, however, people have voluntarily taken the full force of the 500 volt current, without any injury whatever. The accidents which have been caused in some of the cities of this country by electricity have invariably been caused by an electric current of 1,000 or more volts.

The merits of the electric system may be briefly summarized, as follows:

First—There is practically no limit to the speed of the cars, except that which may be imposed by city ordinance. Cars on the Allston line in Boston often attain a speed of 25 miles per hour. Twelve miles an hour, it is thought, would not be impracticable in the suburbs of this city, and that speed with the electric system is less dangerous to individuals than by any other system, by reason of the control of the car which is possessed by the driver. The driver may, in addition to applying instantly the powerful brakes with which the cars will be equipped, reverse the current, and the result is that the greater the speed which has been attained by the car, the greater will be the power to stop it when the current is reversed.

Second—The service is perfectly reliable, and an accident on any portion of the line will not affect any other portion, while with the cable an accident to, or the breaking of, the cable necessarily stops all the cars moved by the cable.

Third—The electric system is a cleanly system: there is no dust from horses, no wearing out of the pavement between the tracks by the movement of the car and no cleaning of conduits.

Fourth—The cars will all be lighted by electricity.

Fifth—Horses will be entirely done away with in the operation of the system; hence people will not be distressed by seeing them strain every nerve to move a loaded car during the hours when travel is heavy. The power plant which this company intends to construct will be large enough to furnish sufficient power to move as many loaded cars up to the full limit of speed, as the conditions of traffic require.

This company proposes, if an agreement shall be made with reference to the conditions for operation by electricity, and if the necessary consents be obtained, to entirely dispense with bob-tail cars, and to put large and handsome cars upon all the lines. It also proposes to entirely re-build all the tracks of this company where the tram-rail is now laid, with steel girder rails, with first class and permanent construction throughout.

It is the purpose of this company, if the necessary consents to the change from horse power to electricity be obtained, to commence the work of reconstruction and change in the early spring, and to have at least 40 electric cars in operation by the first day of August next, and to change the entire system from horse power to electricity within two years.

We therefore respectfully ask that a conference may be had between your honorable body or a committee to be named and this company, to the end that an agreement may be made as to the conditions upon which this company may operate its cars by electricity instead of by horse power.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY, by G. E. MUMFORD, President.

A resolution by Ald. Fee, authorizing the appointment of a committee of six to confer with the company in regard to the application was adopted. The committee will be appointed by President Tracy.

Ald. Selye presented a resolution which was adopted, directing the city attorney to proceed against the brick and tile works as a nuisance unless annoyances complained of are abated.

A resolution by Ald. Selye was adopted, providing for the appointment of a committee to go before the Legislature at Albany, with a view to securing lift or swing bridges across the canal in place of all the stationary bridges. The resolution also set forth that citizens of this city had paid for new canal bridges, the expense of which the state should have borne and the committee will endeavor to secure the refunding of money so paid out by taxpayers of Rochester.

A communication from Fire Marshal McCormick was read, giving the results of his examination of the Central Church spire. He gave it as his opinion that the brick and stone material seemed perfectly solid. The Fire Marshal, however, advised that as there seems to be fear in the minds of some of the Sophia street residents, occasioned by the reported unsafe condition of the steeple, an expert should be employed to further examine into its condition. A resolution was adopted, offered by Alderman Sullivan, [illegible] man to appoint a [illegible] immediately make an [illegible] spire and [illegible]

[illegible] mittee Aldermen Tracy, [illegible] and Koslipetz.

The Council adopted resolutions on the death of Ald. Tracy's father; and the mother of Ald. Kelly; also on the death of Assemblyman P. Andrew Sullivan, the resolutions being printed in another column.

Cigarette Companies Consolidated.

William S. Kimball was not in the city to-day when a reporter called to interview him on the new American Tobacco Company, of which he is one of the incorporators, according to press dispatches published on another page. It is stated by a member of the Kimball Company, however, that the press dispatch is probably correct, and contains the matter in a nutshell.

Democrat and Chronicle
JANUARY 23. 1890.

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AN ELECTRIC RAILWAY SYSTEM.

No more important document has recently appeared than the communication of the Rochester City and Brighton Railway Company to the Common Council, which was published in the DEMOCRAT AND CHRONICLE, yesterday. Although the company formally addresses itself to the council, and asks the official approval of that body of a new system of street railways, it also addresses the general public, of which the council is the representative. The company desires a public sentiment in favor of its proposed scheme of electric railways, for it knows that there must be an earnest public sentiment, upon which the council may rely in the event that it accedes to the wishes of the company. Such a sentiment must justify the affirmative action of the council in the premises. The council cannot disregard the pronounced opinion of the body of our citizens, whether that opinion shall be in favor of or adverse to the progressive and enterprising plans of the company.

We cannot see how there can be any doubt of the issue, if our citizens carefully read the communication of the company, and consider the public advantages it proposes. We believe that public sentiment has for some time been in accord with the views of the company, and is prepared to approve cordially the enterprise upon which it purposes to enter. Strange, indeed, would it be if a community, so intelligent as that of Rochester, should not hail with satisfaction the substitution of the electric motor for the old horse-car system, if the change can be made consistently with the public weal and safety. The comfort of travel and the economy of time, which the new order would assure, are reasons sufficient for the change. We want rapid transit in the city. We want better cars than we have had. We want to abolish the bob-tailed nuisance. We want to release the overburdened horses which painfully, if patiently, drag the cars over our pavements. We want progress.

All these things the street railway promises if it is granted the needed facilities. We credit the managers with good faith in their pledges. They bought the franchises and property of the old company with the view of giving the city an improved service. As its communication shows, the company has carefully investigated the subject of rapid transit and has reached certain definite conclusions. It finds that the horse service is outworn and is utterly inadequate to meet the public demand for both speed and efficiency. It finds the cable system, which in some places and upon long, straight streets works admirably, impracticable here. The company well says: "Rochester is a round city; all of the street car lines radiate from a common center; necessarily, the traffic on each line is comparatively light—too light, in fact, to justify, if the other difficulties mentioned were overcome, the enormous outlay involved in the construction of a cable railroad system."

What then is left? Nothing but the electric system, and that, happily, is also the best system. It means rapidity in transit and convenience and comfort *en route*. It is the harnessing of science for modern progress. It is the system which the most populous and progressive of American cities are generally utilizing. It is being generally accepted as the full solution of the vexed problem of street railway communication. Ten years hence there will hardly be a horse railway in the land, and all towns of considerable population will be netted with the electric system. There are but two things that need serious consideration—the safety and the sightliness of electric railway lines. Their safety has been demonstrated. They are not street railway [illegible] which are responsible for the deaths from electricity that have been recently reported. In no electric railroad system is the power in excess of 500 volts, and a 500 volt current is harmless. That issue is settled. So far as the erection of poles, or arches, or brackets which might be deemed obstructive or unsightly in the streets is concerned, the issue would simply be whether more than a compensation for these could not be found in the advantages of the electric system, whether we would be willing to forego the one for the sake of avoiding the other. We do not believe the city would be willing to lose the system on account of certain minor discomforts which it might entail.

But as yet this is not an imminent one. Just what method of furnishing power for propulsion the company may eventually adopt is still with it an open question. It may be that the storage battery may be perfected so that it may be profitably employed. All that the company now asks is that a conference shall be had between itself and a committee of the council to the end that an agreement may be made as to the conditions upon which the change may be made from horse-power to electricity. This request has been cordially granted by the council, and we may sincerely hope that from the conference the wisest results may ensue—results which while liberal to the company will be safe for the community.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JAN. 23, 1890.

OFFICIAL PAPER OF THE CITY.

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STREET RAILROAD SERVICE IN ROCHESTER.

Two and a half years ago the Common Council of this city, upon petition of the Rochester City & Brighton Railroad Company, granted that corporation permission to operate its plant by electricity as a motive power instead of horses. For some unexplained reason the company did not avail itself of the grant, but has continued to use horses. Last November the stock of the corporation passed to new ownership, and the personnel of the management was entirely changed. At the meeting of the Common Council on Tuesday evening a communication was received from the officers of the reorganized company, setting forth the fact of the previous action of that body, stating that the corporation is now ready to proceed with the work of improvement, and requesting a conference with a view to an agreement as to the conditions upon which it may do so. The Council adopted a resolution to comply with the request, and directed its President, Ald. Tracy, who was not present, to appoint a committee of five for that purpose, which he has done, as follows: Ald. Fee, Kelly, Williams, Bohrer and Tracy.

The company's communication, which was printed in full in the UNION yesterday, sets forth in detail the greatly improved service the new company proposes to give the city of Rochester, and it is certainly far beyond anything that the people have ever asked or expected. That the practical street railroad men in the management have the capital, the knowledge of the business, and the enterprise and liberality requisite to the attainment of the ends outlined, is beyond question. Their purchase and cash payment for the plant and franchises of the old company, supplemented by recent obtainment from the late A. T. Soule in like manner of the controlling majority of the stock in the electric road to Ontario Beach, aggregating, with bonded indebtedness assumed, $2,350,000, and their well known resources, are conclusive as to their ability to perform what they promise, which amounts practically, in a word, to entire change and renewal of the plant that will give Rochester the best street car service, including transit to and from the Lake without change between the center of the city and the beach, to be found in any city anywhere. The plan, as stated by President Mumford, contemplates not only substitution of electricity for horses as a motive power, which involves humane and sanitary considerations as well as the objective point of rapid transit, but adoption throughout of the most approved pattern and best steel girder rail now in use on

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street railroads in place of the old fashioned rail; complete change of cars to the latest style and largest capacity; a conductor on every car; and adaptation in every possible way to the wants and desires of the people, so that, by serving the public well, the corporation will increase its traffic by a large per centage, and consequently increase the earnings of the road and the profits of the stockholders. As experienced street railroad men, having the requisite means and knowledge of the business, the new managers propose to do for their property what the late James H. Rutter proposed to do and did do for the Central Railroad property when he was taken from the head of the freight department and made President—build up and popularize, and thus increase the traffic, and consequently the earnings, of the road all along the line, by serving its patrons to their satisfaction upon the principle that what is to their best interests is to the best interests of the corporation that gives them service and takes their money. We understand that from the rough estimate made, the changes contemplated will involve an additional expenditure of not less than $1,000,000, and possibly over $1,500,000 before all is finished.

As to the conditions of change of motive power from horses to electricity under the grant given in 1887 by the Common Council, there ought not to be much difficulty in agreeing upon them. The Common Council had the subject in hand for consideration and exhausted it several months ago when another company made application for and was given permission to construct an electric road across town, and is therefore well equipped for action now. While the city's rights and interests should be guarded at every essential point, the railroad corporation should be met in a liberal spirit, and such concessions should be made as are necessary to proper construction and the best service to the people. We cannot have all the advantages of railroads and rapid transit, whether upon the surface of streets or coming in from a [illegible] country, without some attendant inconveniences. Railroads cannot serve the public as the public demand to be served, unless they are given all necessary facilities for carrying on their traffic. Interests are mutual, and conditions should be made mutually agreeable.

ICE IN ROCHESTER.

Sale of the Canal Privileges for Trotting, Skating and Storage.

Supt. Gunsaul of this section of the Erie canal, has sold nearly all the ice privileges of the canal in this city. The Flower City Gentlemen's Driving Association has purchased that slip lying between South St. Paul street canal bridge and the first lock eastward, a distance of three-quarters of a mile. The price paid was about $100. The object of the association in securing this belt of ice is for the purpose of holding a series of trotting and pacing races. The Rochester Brewing Company, the Bartholomay Brewery and the Genessee brewery, each have bought acres of ice on the western widewaters. The Rochester Company has four acres, $100; Bartholomay, six acres, $150, and the Genesee, four acres, $100. Messrs. George C. Seager and Reuben R. Bennett have again secured the right of the ice at the aqueduct to be used for skating purposes. The ice is from two to three inches thick, and the proprietors of the rink will, if this weather continues, put up a house and have everything in readiness for an opening in a few days more. The slip of ice from the east end of the aqueduct to 100 feet south of Court street has been sold to a man named Brewer. From West Main street to the Central Hudson railway tracks near Allen street, the ice privilege has been sold to Michael Miller, and from Smith street to the Charlotte railway bridge, Anthony Knope has bought the privilege. The State sells the ice for $25 per acre. One of the largest sources to which consumers look for ice was the eastern widewaters and the supply from there each year has been enormous. This year, however, that section of the canal will not yield any ice, because all the water has been drawn off to allow the doubling up of locks east of here.

STATE INDUSTRIAL SCHOOL.

Civil Service Examinations for Teachers Held To-day.

An examination for applicants for positions as teachers for the State Industrial School took place at that institution to-day. In the absence of Chief Riley of the Board of Civil Service Examiners the examination was conducted by J. C. Birdsie, another member of the commission. There were twelve applicants in all—one male and eleven females.

Papers were required to be filled out, showing the "handwriting, spelling and dictation" of those desirous of becoming teachers. They were also required to pass an examination in arithmetic, grammar, geography and civil government. According to the statement of Mr. Birdsie the Board of Examiners has endeavored as far

[illegible] which would be made upon them in their prospective positions.

Those who pass a satisfactory examination will have their names placed [illegible] the Industrial School [illegible] some of the successful candidates in to-day's examination will probably get positions in a very short time.

This competitive examination is not held at regular intervals but only when the eligible list is exhausted.

CIVIL SERVICE REFORM.

Annual Meeting of its Rochester Exponents—The Belknap Case.

Last evening thirteen members of the Civil Service Reform Association met at the Chamber of Commerce rooms to hold the annual meeting of the organization. Their names were: Theodore Bacon, Dr. Porter Farley, John H. Hopkins, Henry Lomb, George C. Buell, Jr., William F. Peck, L. P. Ross, F. W. Elwood, Robert Matthews, Henry W. Matthews, D. D. Sully and J. H. Fisher. The secretary, George C. Buell, Jr., read the minutes of the last meeting, and Treasurer F. W. Elwood presented his annual report, showing a small cash balance.

John A. Hopkins, the attorney who conducted the case of William F. Peck against Lamp Inspector George Belknap, impleaded with the city of Rochester, reported on the progress of the action. It will be remembered that Justice Angle decided this case originally in favor of the plaintiff, who represents the Civil Service Reform Association. Then it was appealed to the General Term, which reversed Justice Angle's decision, the opinion being written by Justice Macomber. Mr. Hopkins reviewed Justice Macomber's opinion at some length. Justice Macomber held that the plaintiff could not claim that he was obliged to pay any more taxes by reason of the fact that the person employed did not pass the civil service examination. The court was unable to find any law by which a taxpayer could institute an action of that character where the question was as to the choice of competent employees. Mr. Hopkins quoted decisions from the Court of Appeals which, he held, furnished precedents. He believed that owing to the large amount of work before the General Term Justice Macomber had been unable to give the time to the case which it demanded. He next took up that portion of Justice Macomber's opinion in which he ruled that the lamp inspector was an independent contractor and therefore not subject to a civil service examination. Mr. Hopkins thought it was clear that Mr. Belknap was in the employ of the city as an assistant to the lamp committee and therefore subject to examination. Mr. Hopkins believed that the case should go to the Court of Appeals and called attention to the fact that the whole civil service law would be a dead letter if Justice Macomber's construction of the statute was sustained. Mr. Hopkins stated that he had already made a motion for the re-argument of the case in the General Term and expected a decision soon. Theodore Bacon said that if Justice Macomber's rulings were sound, any person in the city's employ could be exempted from examination under the civil service rules by making an independent contract with the municipality.

On motion of L. P. Ross, Mr. Hopkins was instructed to carry the case to the Court of Appeals.

D. D. Sully, one of the members of the civil service board of police and fire examiners, stated that the Executive Board paid but little attention to civil service law in appointing firemen; the police authorities observed the law.

On motion of William F. Peck the old officers were all re-elected. Henry W. Mathews was chosen as a vice-president in place of Rev. N. M. Mann, removed from the city. The list of officers follows: President, Dr. E. M. Moore, Sr.; vice-presidents, Gilman H. Perkins, Hon. James L. Angle, Rev. Max Landsberg, Henry Lomb, Patrick Barry, A. S. Mann, Henry W. Mathews; secretary, George C. Buell, Jr.; treasurer, F. W. Elwood; executive committee, Theodore Bacon, L. P. Ross, J. P. Varnum, D. D. Sully, John Fahy, Dr. C. A. Dewey, William F. Peck.

Common Council Committees.

The special committee of the Common Council appointed to meet the officials of the Rochester City and Brighton Railway Company regarding the proposed introduction of electricity as the motive power on all the street car lines, is composed of Aldermen Fee, Kelly, Williams, Bohrer and Tracy, together with Fire Department Superintendent Barnes. Aldermen Selye, Kelly and Shelter have been appointed as the committee on canal bridges.

In Common Council [illegible]

REGULAR MEETING.

The Clerk called the meeting to order. Ald. [illegible] moved that Ald. Kelly act as chairman [illegible] Adopted.

Present—Ald. Sullivan, McMillan, [illegible] Selye, Hall, [illegible] Schroth, [illegible] Kelly [illegible] Richard [illegible]

APPROVAL OF MINUTES.

The minutes of the preceding meeting were approved as published in the book of proceedings.

PRESENTATION OF PETITIONS, ACCOUNTS, ETC., AND THEIR REFERENCES.

Ald. Fee asked and obtained unanimous consent to present the following:

By Ald. Fee—Whereas Since the last meeting of this Board, death has entered the homes of our associates, Ald. Tracy and Kelly, and taken from the former his father and from the latter his mother, both of whom have been, for many years, honored and respected residents of this city; therefore,

Resolved, That the Common Council of Rochester deeply deplores the loss this community has sustained in the death of Mr. Jeremiah Tracy and Mrs. Catharina Miller, and that the heartfelt sympathy of the members of this Board be, and the same is hereby extended to President William H. Tracy and Ald. J. Miller Kelly, in this their hour of deep affliction and profound grief.

Ald. Fee moved that the resolution be adopted by a rising vote. Adopted unanimously.

Ald. Sullivan asked and obtained unanimous consent to present the following:

By Ald. Sullivan—Whereas, In the prime of his manhood, amid the smiles of fortune and with the laurels of victory upon his brow, Honorable P. Andrew Sullivan has passed away; therefore,

Resolved, That we, as the representatives of the citizens of Rochester, whom he had so faithfully and so successfully served as Assemblyman from this district, and whose interests he was about to still further protect and champion during the present term of the State Legislature, sincerely mourn his death as a public loss and a sad bereavement to his relatives and friends, who have our heartfelt sympathy in their great sorrow and affliction. And that a copy of this resolution be engrossed and sent to the family of deceased.

Ald. Sullivan moved that the resolution be adopted by a rising vote. Adopted unanimously.

By Ald. Sullivan—Bills of

Steele & Avery, stationery	$ 95 55
Bell Telephone Co., rent of telephone	32 00
I. F. Quimby, disbursements	20 75
W. L. Davis, serving notices	24 90
V. Fleckenstein, P. M., stamps and envelopes	49 00
Rochester Printing Co., printing notices	282 78
Sunday Herald, " "	6 50
Times Pub. Co., " "	41 50

Referred to Contingent Expense Committee.

By Ald. McMillan—Bills of—

Jacob Stein, Collecting garbage	$ 114 00
John Roach, " "	114 00
Wm. Rosebgreen, " "	114 00
Mrs. Frank Vahue, " "	114 00
John Becker, " "	114 00
Daniel Hickey, " "	114 00
Lorenz Sehm, " "	114 00
Patrick Bradley, " "	114 00
Peter Hardy, " "	109 25
Martin Mason, " "	109 25
Wm. Becker, " "	109 25
John Foos, " "	109 25

Referred to the Health Committee.

By Ald. McMillan—Petition for sprinkling Greig street. Referred to the Surveyor to prepare an ordinance.

By Ald. Fee—Bills of

Samuel Sloan, repairs at headquarters	$ 29 96
Thomas Oliver & Son, repairs at Patrol House	4 94
L. DeYoung, livery	3 00
Rochester Printing Co., printing blanks	19 25
Edward Monaghan, horse shoeing	27 50

Referred to the Police Committee.

By Ald. Fee, by request—Resolved, That the City Surveyor be, and hereby is, instucted to prepare and submit an ordinance for the improvement of Lyell avenue, from Orchard street to Child street, by taking up, redressing and resetting such of the old curb stones as are suitable to be used, and the substitution, for such as are too defective for use, of Medina curb stones of approved quality; also, the extension of the existing surface sewers to the outside of the lines of the reset curb, with the necessary grating, wells and covers; also, the taking up and relaying of the present cobble stone pavement on each side, for the width of about seven (7) feet, measured from the curb to conform to the crown of the roadway, and the supplying of the requisite amount of fresh Macadam material, as the character of the proposed improvement may demand. Adopted.

By Ald. Shelter—Petitions of Jos. Rossenbach, Mary K. Wilson and Anthanet Walsh to erect wood buildings. Referred to the Wood Building Committee and Fire Marshal with power to act.

By Ald. Selye—Petition for a pipe sewer on Fourth street. Referred to the City Surveyor to prepare an ordinance.

By Ald. Hall—Petition of James E. Conlon to erect a wood building. Referred to the Wood Building Committee and Fire Marshal with power to act.

By Ald. Hall—Bills of

John O'Leary, cleaning City Hall Jan.	$ 65 00
Lena Keehn, cleaning City Hall	20 00
Rose J. Clark, cleaning City Building	11 25
Edison Electric Light Co., lamps short	21 00
Hawley & Webster, 1 cord wood	4 50
Frank C. Hotchkiss, insur. school houses	18 75
Hamilton & Mathews, water cooler	4 50
Chas. W. Voshall, services as appraiser	15 00
Ed. Emerich, care of clocks	90 00
Minges & Shale, repairing chairs	11 00

Referred to the City Property Committee.

By Ald. Schroth—Petitions of Elizabeth Simpson, S. Cohen, Bertha Mattison and Chas. F. Schraeder for permission to erect wood buildings and moved permission be granted. Adopted.

REPORTS OF STANDING COMMITTEES.

Ald. Sullivan from the Contingent Expense Committee, Ald. McMillan from the Health Committee, Ald. Fee from the Police Committee, Ald. Hall from the City Property Committee, reported in favor of the various bills referred to their respective committees and referred them to the Finance Committee for payment.

By Ald Hall—

To the Honorable the Common Council of the City of Rochester:

Your Committee on City Property respectfully report that on January 10th last a fire broke out in No. 22 school house, damaging to some extent the building and the furniture therein.

Inasmuch as it was desirable to procure the insurance moneys with which to make necessary repairs, as soon as possible, your committee authorized its chairman to enter into an agreement with the companies holding the insurance, to refer the matter of assessing the damage to two gentlemen, of whom Mr. Charles W. Voshall should be one.

This was done, Mr. Voshall representing the city and Mr. R. G. Boyd the insurance companies. Both gentlemen came to an understanding and agreed that the damage to the building amounted to $427.86, and to furniture, $64, making altogether $491.86.

Your committee, as well as the building committee of the Board of Education, deem this amount a just and proper compensation for the damage done by fire, and accordingly recommend that the action of your committee be approved and ratified, and that the city clerk be authorized to sign in behalf of the city of Rochester the necessary proofs of loss and the receipt for the insurance moneys, amounting to $491.86, as aforesaid.

Respectfully submitted.

LEO. J. HALL,
D. W. SELYE,
H. G. THAYER,
City Property Committee.

Ordered received, filed and published.

By Ald. Hall—Resolved, That the action of the City Property Committee and its Chairman, in the matter of assessing the loss by fire in public school No. 22, be and the same is hereby approved and ratified, and that the City Clerk be, and he hereby is directed to sign for, and on behalf of the city, the necessary proofs of loss and the receipts for the moneys to be paid by the insurance companies, and amounting in the aggregate to $491.86, and that said moneys be by him turned over to the City Treasurer and placed to the credit of the building fund of the Board of Education. Adopted.

COMMUNICATIONS FROM THE MAYOR AND OTHER EXECUTIVE OFFICERS AND THEIR REFERENCES.

By the Clerk—

[illegible] ROCHESTER, N. Y., Jan. [illegible]

To the Hon. Common Council:

GENTLEMEN—The Executive Board has invited proffers from the owners of property proposed to be taken for opening a street from Diamond place to Bay street. Several of the persons interested expressed opposition to any improvement of the character proposed, and others refused to state what price they would accept for their lands. Your Honorable Body will, therefore, be required to cause a commission to be appointed for the appraisal of the lots and parcels of land necessary for the street.

Respectfully, THOS. J. NEVILLE, Clerk.

Ordered received, filed and publised.

From the Treasurer.

CITY TREASURER'S OFFICE,
ROCHESTER, Jan. 21st, 1890.

To the Honorable, the Common Council:

GENTLEMEN—I hereby certify that the Executive Board have notified me that the works or improvements authorised under ordinances hereinafter mentioned have been completed; that I have, pursuant to the provisions of the Charter, ascertained the entire and aggregate expense of and connected with the same respectively, including any interest that the city shall incur, or is entitled to for the use of its funds, and that the respective amounts thereof are as follows:

Ordinance and improvement.

Ord. No.		Expense.
3,531	West Ave. Asphalt Improvement	$1,800 00
3,543	Lake Ave. Pipe Sewer	7,373 08
3,553	Herman St. Improvement	11,406 05
3,584	Alexander St. Sweeping and Cleaning	374 00
3,584	Brown St. Sweeping and Cleaning	230 00
3,585	Monroe Ave. Sweeping and Cleaning	466 82
3,586	Tremont St. Cleaning	226 29
3,587	West Ave. Sweeping and Cleaning	609 72
3,739	Hensler Place Plank Walk	19 78
3,740	Bartlett St. Grading and Walk	757 30
3,746	South Water St. Improvement	27,178 76
3,747	Gorham St. Sweeping and Cleaning	89 48
3,748	East Ave. Repairing and Cleaning	1,215 00
3,752	Thompson St. Plank Walk	296 03
3,771	Hand St. Sweeping and Cleaning	31 43
3,774	Anderson Ave., Elk St., University Ave., and Union Place Sewer	15,178 03
3,775	Dover St. Pipe Sewer	695 94
3,786	College Ave. Cement Walk	1,632 83
3,787	Garson Ave. Pipe Sewer	3,563 27
3,789	Selye Terrace Improvement	5,824 00
3,799	Goodman St. MacAdam Imp't	24,530 28
3,805	Madison St. Asphalt Improvement	12,018 06
3,809	Finney Alley Pipe Sewer	195 29
3,810	Gates Ave. Plank Walk	132 89
3,816	University Ave. Pipe Sewer	923 75
3,817	Gregory St. Improvement	15,452 21
3,818	Mathews St. Improvement	3,703 95
3,819	Fourth Ave. Plank Walk	134 66
3,820	Flint St. Pipe Sewer	2,985 87
3,822	Culver Park Pipe Sewer	1,293 02
3,825	Harlem St. Cement Walk	228 79
3,828	Alexander St. Sweeping and Cleaning, sec. 2	62 14
3,830	Mauder Park Sewer	352 49
3,831	Dengler St. Sewer and Improvement	2,079 20
3,837	Briggs Place Pipe Sewer	637 10
3,838	Laura St. Pipe Sewer	330 83
3,839	North Union St. Pipe Sewer	304 93
3,840	Chamberlain St. Pipe Sewer	724 11
3,841	Walter St. Sewer	651 44
3,842	Baldwin St. Pipe Sewer	419 36
3,843	Sullivan St. Plank Walk	69 15
3,846	West St. Plank Walk	105 76
3,847	Vick Park, Avenue B and Crescent Ave. Walk	352 52
3,852	Immel Place Plank Walk	87 55

JOHN A. DAVIS, Treasurer.

LOCAL IMPROVEMENT ASSESSMENTS.

By Ald. Kohlmetz—Whereas, The City Treasurer has ascertained and reported the entire and aggregate expense of, and connected with, the several following improvements, including any interest that the city has paid or has or shall become liable for, and which several sums are hereby respectively adjusted by this Common Council as thus reported, and the respective portions or parts of the city on which the said expenses are hereby directed to be assessed are as stated in the description following the name and expense of the improvement, viz.:

Ordinance No. 3,531, West avenue asphalt improvement. The expense is $1,800 and the territory to be assessed is—

One tier of lots and parcels of land on the north side of West avenue, from a point ten feet east of the east wall of what is known as the Union Hotel building to a point 109 feet east thereof. Also, one tier of lots and parcels of land on the south side of West avenue, from the east line of Park place to a point 178 feet east of the west line of Park place.

Ordinance No. 3,543, Lake Avenue Pipe Sewer, the expense is $7,373.08, and the territory to be assessed is—

All the territory enclosed within, and described by, the following boundary lines, viz.: Beginning at the intersection of the south line of what is known as the Big Ridge road, with the west line of Lake avenue; thence southerly along the west line of Lake avenue, and including one tier of lots on the west side thereof to Flower City Park; thence westerly along Flower City Park, and including one tier of lots on the north side thereof, to the west line of lot No. 14 of the Flower City Building Lot Association; thence easterly along said Flower City Park, and including one tier of lots on the south side thereof, from the west line of lot No. 42 of the Flower City Building Lot Association, to the west line of Lake avenue; thence southerly along Lake avenue, and including one tier of lots and parcels of land on the west side thereof to a depth of 150 feet, to a point 253 feet north of the north line of property formerly owned by the Lake Avenue Building Lot Association; thence westerly on a line 253 feet north of, and parallel with the north line of said Lake Avenue Building Lot Association, 515 feet; thence southerly in a direct line to the northwest corner of lot No. 14 of Lake Avenue Building Lot Association, and along the west line of lot No. 14 and lot No. 15 to the southwest corner of lot No. 15 of said Lake Avenue Building Lot Association; thence westerly along the south line of said Building Lot Association property, to a point 536 feet west of Lake avenue; thence southerly in a direct line, to the northeast corner of lot No. 28 of Burke park; thence westerly along the north line of Burke park, to the northwest corner of lot No. 29 of said Burke park; thence southerly along the west line of lot No. 29, and along the west line of what is known as the Terrace, and along the west line of lot No. 41 of said Burke park, to the south line of Charles J. Burke's property, including also lots Nos. 33, 34, 35, 36 and 37 on the west side of said Terrace; thence easterly along the south line of Charles J. Burke's property, to Lake avenue; thence easterly to the intersection of the east line of Lake avenue, with the south line of lot No. 59 of the tract known as Maplewood; thence northerly along Lake avenue and including one tier of lots on the east side thereof to Frauenberger street; thence still northerly along Lake avenue, including a strip of land 150 feet in depth on the east side thereof, to a point in the produced line easterly of the south line of what is known as the Big Ridge road; thence westerly along said produced line to the place of beginning.

And it is further determined that the taxpayers to be assessed for making such improvement may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third of the amount within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of 6 per cent. per annum.

Ordinance No. 3,553, Herman street improvement. The expense is $11,406.05, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Herman street, from St. Joseph street to Hudson street.

And it is further determined, that the taxpayers to be assessed for making such improvement, may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third the amount within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last instalment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,584, Alexander street sweeping and cleaning. The expense is $374, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Alexander street, from East avenue to Monroe avenue.

[illegible] Ordinance No. 3,584, Brown street sweeping and cleaning. The expense is $230, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Brown street, from the Erie canal to West avenue.

Ordinance No. 3,585, Monroe avenue sweeping and cleaning, the expense is $466.82, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Monroe avenue, from Goodman street to Culver street.

Ordinance No. 3,586, Tremont street sweeping and cleaning, the expense is $226.29, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Tremont street, from Plymouth avenue to Caledonia avenue.

Ordinance No. 3,587, West avenue sweeping and cleaning. The expense is $609.72, and the territory to be assessed is—

One tier of lots and parcels of land on each side of West avenue, from the Erie canal to York street.

Ordinance No. 3,739, Hensler place plank walk. The expense is $19.78, and the territory to be assessed is—

One tier of lots and parcels of land on the east side of Hensler place, from Jay street to Murray street.

Ordinance No. 3,740, Bartlett street grading and walk. The expense is $757.30, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Bartlett street, from Jefferson avenue to Florence street.

Ordinance No. 3,746, South Water Street Improvement. The expense is $27,178.76 and the territory to be assessed is—

One tier of lots and parcels of land on each side of South Water street, from East Main street to the south end of the improvement.

And it is further determined that the tax-payers to be assessed for making such improvement, may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third the amount within one year from the confirmation of said roll, and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last instalment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,747, Gorham street sweeping and cleaning. The expense is $89.48 and the territory to be assessed is—

One tier of lots and parcels of land on each side of Gorham street, from North Clinton street to North St. Paul street.

Ordinance No. 3,748, East avenue repairing and cleaning. The expense is $1,215 and the territory to be assessed is—

One tier of lots and parcels of land on each side of East avenue, from Goodman street to the city line.

Ordinance No. 3,752, Thompson Street Plank Walk. The expense is $296.03, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Thompson street, from Henry street to the east end of Thompson street.

Ordinance No. 3,771, Hand Street Sweeping and Cleaning. The expense is $31.43, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Hand street, from North St. Paul street to North Clinton street.

Ordinance No. 3,774, Anderson Avenue, Elk Street, University Avenue, and Union Place Sewer. The expense is $15,178.03 and the territory to be assesed is—

All the territory included within, and described by the following boundary line, viz: Beginning at the southeast corner of Beacon street and Anderson avenue; thence easterly along the south line of Anderson avenue and including one tier of lots on the south side thereof, to Delaware street; thence southerly along the west side of Delaware street and including one tier of lots on the west side thereof to University avenue; thence westerly along the north line of University avenue and including one tier of lots on the north side thereof to the southwest corner of lot 99 of the Perry, Bly and Holmes tract; thence southerly across University avenue to the south line thereof, at the northwest corner of lot 51 of M. A. Culver's subdivision; thence southerly along the west line of said lot 51, and in said line continued southerly, to the south line of Culver park; thence easterly along the south line of Culver park, and including one tier of lots on the south side thereof, to Merriman street; thence southerly along the west line of Merriman street, and including one tier of lots on the west side thereof, 185 feet; thence southeasterly across Merriman street to the east line thereof, at a point 200 feet south of Culver park; thence easterly along the south line of lot 102 and in said line continued to Portsmouth terrace; thence southerly along the west line of Portsmouth terrace and including one tier of lots on the west side thereof, to East avenue, thence easterly along the north line of East avenue to the east line of Portsmouth terrace, excepting the lots on the northwest and northeast corners of East avenue and Portsmouth terrace; thence northerly along the east line of Portsmouth terrace and including one tier of lots on the east side thereof, to a point 400 feet south of Culver park; thence easterly on a line parallel with, and 400 feet south of, Culver park, to the west line of the Hollister property, said line being the division line between lots 16 and 17 of assessors' sub-division of original lot 43 of the town of Brighton, now in the city of Rochester; thence northerly along said division line and in the extension thereof to a point 300 feet north of Culver park; thence westerly on a line parallel with, and 300 feet north of, Culver park to Jersey street; thence northerly along the east line of Jersey street and including one tier of lots on the east side thereof, to University avenue; thence easterly along the south line of University avenue and including one tier of lots on the south side thereof, to lands belonging to the New York Central & Hudson River railroad; thence northerly on a line at right angles to the South line of University avenue to the north line of University avenue; thence westerly along the north line of University avenue and including one tier of lots for a depth of 150 feet on the north side thereof to Anderson avenue; thence northerly and westerly along the easterly and northerly sides of Anderson avenue, and including one tier of lots on the east and north sides thereof to a point opposite the east line of Beacon street; thence southerly to the place of beginning.

And it is further determined that the taxpayers to be assessed for making such improvement may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third the amount within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of 6 per cent. per annum.

Ordinance No. 3,775, Dover street pipe sewer. The expense is $695.94, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Dover street from Buchan park to the northern end of Dover street.

Ordinance No. 3,786, College avenue cement walks. The expense is $1,632.83, and the territory to be assessed is—

One tier of lots and parcels of land on each side of College avenue from Prince street to Goodman street.

Ordinance No. 3,787, Garson avenue pipe sewer. The expense is $3,563.27, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Garson avenue from the west lines of lots numbered 46 and 200 of the Hayward terrace subdivision to a point 20 feet east of the west line of lots number 123 of the same subdivision.

And it is further determined, that the taxpayers to be assessed for making such improvement may pay their assessment in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of the said last instalment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,789, Selye Terrace Improvement. The expense is $5,824.00 and the territory to be assessed is—

of [illegible] from the Boulevard to [illegible] nue.

And it is further determined, that the taxpayers to be assessed for making such improvement, may pay their assessments in three equal payments, as follows:

One-third within thirty days after the advertisement of the assessment roll; one-third of the amount within one year from the confirmation of such roll; and the remaining one-third within two years from the confirmation of such roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,799 Goodman Street Macadam Improvement. The expense is $24,530.28 and the territory to be assessed is—

One tier of lots and parcels of land on each side of Goodman street from the N. Y. C. & H. R. railroad at the south line of Leighton avenue to Bay street.

And it is further determined, that the taxpayers to be assessed for making such improvement, may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confimation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last instalment, a discount will be allowed at the rate of six per cent per annum.

Ordinance No. 3,805, Madison Street Asphalt Improvement. The expense is $12,018.06 and the territory to be assessed is—

One tier of lots and parcels of lands on each side of Madison street from West avenue to Maple street.

And it is further determined, that the taxpayers to be assessed for making such improvement, may pay their assessments in three equal payments, as follows:

One third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one third within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,809, Finney alley pipe sewer. The expense is $195.29, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Finney alley from Arthur place to the North end of Finney alley.

Ordinance No. 3,810, Gates avenue plank walk. The expense is $132.89 and the territory to be assessed is—

One tier of lots and parcels of land on the east side of Gates avenue from Otis street to the North line of lot No. 29, of the Houston tract.

Ordinance No. 3,816, University avenue pipe sewer. The expense is $923.75 and the territory to be assessed is—

One tier of lots and parcels of land on the south side of University avenue from Gibbs street to Windsor street; also one tier of lots and parcels of land on the north side of University avenue from Gibbs street to the east line of lot No. 7 of Fox's subdivision of south part of lot No. 34 of the Farm Tract, supposed to be owned by Henry Clark and wife.

Ordinance No. 3,817, Gregory Street Medina Stone Improvement. The expense is $15,452.21 and the territory to be assessed is—

One tier of lots and parcels of land on each side of Gregory street, from South avenue to Mount Hope avenue.

And it is further determined that the tax-payers to be assessed for making such improvement may pay their assessment in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said said roll. On all sums paid prior to the maturity of the said last installment, a discount will be allowed at the rate of six per per annum.

Ordinance No. 3,818, Mathews Street Macadam Improvement. The expense is $3,703.95, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Mathews street, from East avenue to Charlotte street.

And it is further determined that the taxpayers to be assessed for making such improvements may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third of the amount within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last instalment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,819, Fourth Avenue Plank Walk. The expense is $134.66, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Fourth avenue, from Pennsylvania avenue to Central park.

Ordinance No. 3,820, Flint street Pipe Sewer. The expense is $2,985.87. The territory to be assessed is—

One tier of lots and parcels of land on each side of Flint street, from the west end of the present sewer to Jefferson avenue; also, one tier of lots and parcels of land on each side of Jefferson avenue, from Strong street to Magnolia street, (excepting the lots on the southeast and southwest corners of Strong street and Jefferson avenue; also, the lot on the northeast and the lot on the northwest corners of Magnolia street and Jefferson avenue.

And it is further determined that the taxpayers to be assessed for making such improvement, may pay their assessments in three equal payments as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of said roll, and the remaining one-third within two year from the confirmation of said roll. On all sum paid prior to the maturity of the said last install ment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,822, Culver Park Pipe Sewer. The expense is $1,293.02. The territory to be assessed is—

One tier of lots and parcels of land on each side of Merriman street, from University avenue to a point 240 feet south of Culver park; one tier of lots and parcels of land on the north side of Culver Park, from Merriman street to the west line of lot No. 51 of Culver's sub-division, and one tier of lots and parcels of land on the south side of Culver Park, from Merriman street to Hawthorn street.

Ordinance No. 3,825, Harlem Street Cement Walks. The expense is $228.79. The territory to be assessed is—

One tier of lots and parcels of land on each side of Harlem street, from Cambridge street to Goodman street.

Ordinance No. 3,828, Alexander street sweeping and cleaning, Sec. 2. The expense is $62.14, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Alexander street, from East avenue to East Main street.

Ordinance No. 3,830, Mauder Park sewer. The expense is $352.49, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Mauder Park, from Oak [illegible] street to Seibert Place, excepting the lots [illegible] the southeast and southwest corners of Seibert Place and Mauder Park.

Ordinance No. 3,831, Dengler Street Sewer and Improvement, the expense is $2,079.20, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Dengler street, from Maple street to Silver street.

And it is further determined that the taxpayers to be assessed for making such improvement may pay their assessments in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of said roll; and the remaining one-third within two years from the confirmation of said roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 3,837, Briggs Place Pipe Sewer, the expense is $637.10, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Briggs Place, from a point opposite the south end of the present sewer to the south line of [illegible] street.

Ordinance No. 3,838, Laura street pipe sewer. The expense is $330.83, and the territory to be assessed [illegible]

Central Library of Rochester and Monroe County Historic Scrapbooks Collection

sessed is—

One tier of lots and parcels of land on each side of Laura street from East Main street to Hayward avenue, excepting the lots on the northeast and northwest corners of Laura street and East Main street.

Ordinance No. 3,839, North Union street Pipe Sewer. The expense is $304.99. The territory to be assessed is—

One tier of lots and parcels of land on each side of North Union street, from East Main street to the center of Central avenue.

Ordinance No. 3,840, Chamberlain Street Pipe Sewer. The expense is $724.11. And the territory to be assessed is—

One tier of lots and parcels of land on each side of Chamberlain street, from East Main street to Hayward avenue, excepting the lots on the southeast and southwest corners of Chamberlain street and Hayward avenue.

Ordinance No. 3,841, Walter street sewer. The expense is $551.44, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Walter street, from East Main street to Hayward avenue; excepting the lots on the southeast and southwest corners of Walter street and Hayward avenue.

Ordinance No. 3,842, Baldwin street pipe sewer. The expense is $419.36, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Baldwin street, from East Main street to Hayward avenue; excepting the lots on the northeast and northwest corners of Baldwin street and East Main street.

Ordinance No. 3,843, Sullivan street plank walk. The expense is $69.15, and the territory to be assessed is—

One tier of lots and parcels of land on the south side of Sullivan street, from St. Joseph street to a point 250 feet west therefrom.

Ordinance No. 3,846, West Street Plank Walk. The expense is $105.76, and the territory to be assessed is—

One tier of lots and parcels of land on the east side of West street, from the north line of lot No. 17 to the north line of lot No. 7.

Ordinance No. 3,847, Vick Park, Avenue B and Crescent Avenue Walks. The expense is $352.52, and the territory to be assessed is—

One tier of lots and parcels of land on each side of Avenue B and Crescent avenue, in Vick park, throughout the entire length of each, respectively.

Ordinance No. 3,852, Immel Place walk. The expense is $87.55, and the territory to be assessed is—

One tier of lots and parcels of land on the east side of Immel place from the north end thereof to Jay street.

And the Assessors of said city, not interested in any of the property so benefited, and directed to be assessed, as aforesaid, and not of kin to any person so interested, or if any two of said Assessors are not so interested, or of kin, then, such two, are hereby directed to make assessments upon all the lots and parcels of land within the portions or parts of thecity above designated, of the amounts of said expenses, of such improvements respectively, in proportion, as nearly as may be, to the advantage which the respective territories to be thus assessed for such improvements shall be deemed to receive by the making of the respective improvements.

And the said assessors are hereby directed to meet for the purpose of making the above mentioned assessments on the 28th day of January, 1890, at 9 o'clock in the forenoon, at their office, No. 15 City Hall.

Adopted by the following vote:

Ayes—Ald. Sullivan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—12.

Adopted by the following vote:

Ayes—Ald. Sullivan, Fee, Kohlmetz, Shelter, Selye, Hall, Swikehard, Judson, Schroth, Bohrer, Kelly, Thayer—13.

By the Clerk—

To the Common Council of the City of Rochester:

GENTLEMEN—On the 10th day of January, 1890, William Buyck recovered a judgment against the city of Rochester for $250 damages and $180.87 costs for the pollution of a stream on premises in Irondequoit, by the Upton park, Court and William street and North avenue outlet sewers.

Mr. Buyck rented said farm on the 1st day of A[illegible] and commenced his action on the 5th da[y of] February, 1887. The damages awarded by th[e jury] were at the rate of $12 per month.

Mr. Buyck's lease was for three years, expiring April 1st, 1888, so that he is still entitled to recover his damages for the remaining time, to wit: One y[ear an]d two months.

[I am] authorized by Mr. Buyck to make the following proposition, viz.: That if the city will pay said judgment and the interest thereon and damages at the same rate as the jury awarded for the unexpired term of his lease, to wit: $12 per month, for fourteen months, he will give the city a receipt in full for all claims of every name and nature.

Very respectfully yours,

WALTER S. HUBBELL,
Attorney for William Buyck.

Referred to the Law Committee.

By the Clerk—

To the Honorable the Common Council, of the City of Rochester:

GENTLEMEN—On December 14, 1889, Frank J. Zorsch recovered a judgment against the city for $1,0[illegible] damages and $167.94 cents, for injury to the value of the use of his premises in Brighton, caused by the East avenue, Monroe avenue and Nichols Park outlet sewers, which judgment has since been paid in full.

The damages proven upon the trial amounted to more than the amount awarded by the jury. The evidence showed that the damage to the premises commenced late in the fall of 1882 and the action was commenced on the 5th day of July, 1887, so that the jury awarded damages at the rate of about $220 per year.

I am authorized by Mr. Zorsch to say that he will settle his claim for damages since July 5, 1887, and for future damages at the same rate as that awarded by the jury, viz.: $220 per year since July 5, 1887, to be paid at once, and $220 per year payable yearly thereafter until the nuisances are abated.

This will save the expense and annoyance of litigation and will certainly be fair to the city.

Very respectfully yours,

WALTER S. HUBBELL,
Attorney for F. J. Zorsch.

Referred to the Law Committee.

By the Clerk—

ROCHESTER, N. Y., January 21, 1890.

To the Hon. the Common Council of the City of Rochester:

GENTLEMEN—At the request of citizens and residents in the vicinity of Central Church, I made a thorough examination of the steeple or spire of said church, complaints having been made that the same is in an unsafe condition and liable to fall down and thus endanger persons and property.

I find that said steeple or spire during the heavy winds that prevailed here recently vibrated somewhat, but after such vibrations I found the stone, brick and wood composing such structure intact and, in my opinion, perfectly safe. The vibration of lofty structures during heavy winds does not of itself prove that such structures are dangerous, and when, as is the case with the spire in question, the woodwork is thoroughly anchored and no sign perceptible of the weakening of the anchors, there is no cause for fear.

Inasmuch, however, as many people are convinced that said structure being dangerous I would suggest, if your honorable body deem it necessary, in order that all fears may be put at rest, that your honorable board have the said spire examined by well known and competent experts as to its safety or unsafety without delay.

Respectfully submitted,

ARTHUR MCCORMICK, Fire Marshal.

Ordered received, filed and published.

Ald. Sullivan moved that a committee of three members of this board, together with the chairman added, be appointed to examine as to the dangerous condition of the spire in question and report back to this board. Adopted.

By the Clerk—

CITY CLERK'S OFFICE,
ROCHESTER, N. Y., Jan. 21, 1890.

To the Honorable the Common Council of the City of Rochester, N. Y.:

GENTLEMEN—In accordance with the provisions of the City Charter, I hereby report that the following named persons have qualified and taken the oath of office as required by law, viz.:

Chas. P. Mead, commissioner of deeds.
Fred'k R. Walker, " "
Maroa Hungerford, " "
H. R. Henderson, " "
Conrad A. Kerner, " "
Joseph Bantel, " "
Kate K. Crennell, " "
Hermann Mattison, " "

Louis Spahn, " "
Julia C. Swikehard, " "
Harrison G. Otis, " "
E. F. Crane, " "
George C. Cochrane, " "
J. Geo. McDonald, " "
[illegible]
Geo. W. Deavenport, " "
Chas. E. Manning, " "
Charles Claus, inspector of elections.
Frank Howell, " "

Respectfully submitted,

PETER SHERIDAN, City Clerk.

Ordered received, filed and published.

By the Clerk—

REPORT OF THE POLICE CLERK FOR THE MONTH OF DECEMBER, 1889.

POLICE COMMISSIONERS' OFFICE,
Jan. 11, 1890.

GENTLEMEN—I respectfully submit the following as my report for the month of December, 1889:

Dec.	Crime.	Penalty.	Paid.
2—Robert E. Cochrane	Drunk	$5	-
James Mahon	"	3	3
Mich. Mulqueen	"	10	5
Mary McDonald	vio. ord.	100	
3—Louis Cook	Drunk	10	
Mills Stinslaft	"	10	
Robert Jones	"	10	
4—Saml. Raycraft	Assault	30	
John Grob	Pet. Lar.	50	
Alice Stanton	Vio. Ord.	10	8 75
Gerile Beimer	"	10	
Mich. Cummings, Jr.	"	10	
Patrick McDonald	"	10	
6—Ed. Burchill	Drunk	5	
Henry Noffse	Assault	50	
Francis Dowling	Drunk	10	
7—Wm Pinkerton	"	10	5
Wm. Mills	"	10	10
9—Lawrence Connell	"	10	
James Donivan	"	5	
Wm. McLaughlin	"	5	
Fred. Rocker	"	10	
Abraham Heneky	"	10	
Chas. Hacht	"	10	
Louis Turner	"	10	
Chas. W. Fitch	"	10	
10—Joseph Schaffer	"	10	
Timothy Mason	"	10	
John Kamp	pet. lar.	50	
Frank Hilman	"	50	25
Christopher Hoffman	assault	50	
Michael Cummings, Jr.	"	50	25
Lawrence Hoeffner	dis. rel. meet.	5	5
Louis Frank	"	5	5
Chas. Heck	"	5	
Henry Wolfermas	"	2	2
James Daily	"	2	2
Joseph Ablberger	"	2	2
Lawrence Deemer	"	2	2
Frank Tierney	pet. lar	10 and 6 mo	
11—Chas Reed	"	50	50
Walter Hunt	drunk	10	
12—Geo. D. King	pet. lar.	50	
Herman Seabright	"	10	
Frank Reiley	drunk	10	5
Alice Beisiegel	"	10	
Frank Ryan	"	10	
Henry G. Michaels	"	10	10
Richard Turner	"	10	
13—Eliza Kelly	"	10	
Wm. Rooney	"	10	
14—Frank Thoro	"	5	
16—John McManus	"	10	
Wm. Henderson	"	cost	3
Robert Carson	"	10	
James Moore	"	10	5
Edward Burchill	"	10	
Anthony Rody	"	10	
17—Mary Malcomson	"	10	
Gregory Juud	assault	50	
Frank Guay	drunk	10	
John Carey	"	10	
James Stewart	"	10	
Henry Logan	"	5	
Wm. Cranston	"	5	
Anthony Hedwick	assault	50	30
18—Jacob Koeth	drunk	10	
20—Kate Kinsella	"	10	
Geo. Hutchinson	"	10	
Edith Armstrong	"	10	10
Cornelius Campbell	"	cost	5
Wm. McCook	"	10	
21—Keren Flannigan	"	10	10
Mary Sullivan	"	10	10
23—John Creed	"	5	5
Owen Geoghen	"	10	
August Nernst	"	10	
Robt. Snyder	"	5	
James Tierney	"	10	
Joseph Roach	"	10	
24—John Welch	"	5	
Chas. Angle	"	10	
Alfred Passmore	"	5	5
Mary Lysaight	public intox	10	
25—Wm. Richer	drunk	Cost	2
John O'Brien	"	"	2
Ella W. Pettibone	"	10	6
26—John Splan	"	5	
Geo. Hains	"	10	
Geo. Hains	petit larc'y	15	14
27—Louis Forquel	vio. ord.	3	
Conrad Weber	drunk	10	
John Housen	"	10	
Henry Heckelrother	Assault	10	5
28—Thos. H. Gough	vio. ord.	3	
Wm. Morse	"	5	5
Walter Bain	"	5	5
Herman Krausen	"	3	3
Geo. Wittman	"	3	3
30—John Phillips	drunk	10	
Thressa Brown	"	10	-
31—Anna Fitzgerald	pub. intoxication	10	
George Myers	drunk	10	5
Adam Eisenburg	"	10	5
Michael Markham	"	10	
Gabriel Kuhn	"	10	10
Louis Gerstenfeld	vio. ord.	3	3
Total police fund			$314 75

POLICE PENSION FUND.

Dec. 31—Police officers assessments for November	$ 59 00
Pool table license	5 00
Total Pension Fund	$ 64 00

STATE OF NEW YORK, County of Monroe, City of Rochester, ss:

I, B. Frank Enos, Police Clerk of said city being duly sworn, doth depose and say that the foregoing report contains a true and correct statement of all the moneys received by me as such clerk during the month of December, 1889, for fines, penalties and costs imposed by the Police Justice of said city. Also, for moneys received for the Police Pension Fund.

B. FRANK ENOS, Clerk.

Sworn to before me this 15th day Jan. 1890.
M. E. WOLFF, Commissioner of Deeds.

Ordered received, filed and published.

By the Clerk—

ROCHESTER, N. Y. Jan. 15, 1890.

To the Honorable, the Common Council:

GENTLEMEN—I hereby certify, that the following is a true copy from the minutes in Board of Education, passed at the regular meeting, January 13th, 1890.

S. A. ELLIS, Clerk.

By Com. O'Grady—Resolved, That the Common Council be requested to deposit with the City Treasurer, to the credit of the Building Fund, the amount recovered by the city from the insurance companies on account of the loss by fire at No. 22 school.

Resolved, That the Clerk of this Board transmit to the Common Council a certified copy of this resolution. Adopted.

Ordered received, filed and published.

ACTION ON ORDINANCES.

FIRST ORDINANCES.

HENRY STREET PLANK WALK.

By Ald. Shelter—Resolved, That the City Surveyor ascertain and report to this Council the expense of constructing a plank walk on Henry street.

Adopted.

The Surveyor submitted as such estimate $205.

By Ald. Shelter—Resolved, That the following improvement is necessary, viz.:

The construction of a hemlock plank sidewalk, four (4) feet and eight (8) inches wide on the west side of Henry street, from East Main street to Leighton avenue. Also the necessary sidewalk grading and gutter formation.

[illegible] said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

One tier of lots and parcels of land [illegible]

[illegible] in pursuance of Title VII., Section 172 of the Revised charter of 1880, of the city of Rochester, that all persons interested in the subject matter of said improvement are required to attend the Common Council on Tuesday evening, Feb. 4th, 1890, at 7 o'clock, at the Common Council Chamber, when allegations will be heard.

Adopted.

AVENUE D PIPE SEWER.

By Ald. Judson — Resolved, That the City Surveyor ascertain and report to this Council the expense of constructing a pipe sewer in Avenue D.

Adopted.

The Surveyor submitted as such estimate $725.

By Ald. Judson—Resolved, That the following improvement is necessary, viz.:

The construction of a vitrified pipe sewer 12 inches in diameter in Avenue D, from the west end of the present sewer to the sewer in North St. Paul street. Also the construction of the necessary manholes, surface sewers, lot laterals and branches, and the necessary roadway grading and gutter formations.

And Whereas, The City Surveyor, under the directions of this Council, has made an estimate of the whole expense thereof, and reports the same at $725, which estimate is hereby approved.

Resolved, further, That the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

One tier of lots and parcels of land on each side of Avenue D, from the west end of the present sewer to North St. Paul street, in proportion to the benefit which each will derive therefrom.

And the Clerk is hereby directed to publish notice in pursuance of Title VII, Section 172 of the Revised Charter of 1880, of the City of Rochester, that all persons interested in the subject matter of said improvement, are required to attend the Common Council, on Tuesday evening, Feb. the 4th, 1890, at 7 o'clock, at the Common Council Chamber, when allegations will be heard.

Adopted.

LYELL AVENUE IMPROVEMENT.

By Ald. Shelter—Resolved that the City Surveyor ascertain and report to this Council the expense of the improvement of Lyell avenue from Orchard street to Child street.

Adopted.

The Surveyor submitted as such estimate $1,100.

By Ald. Shelter—Resolved, That the following improvement is necessary, viz.:

The improvement of Lyell avenue from the west line of the west crosswalk in the prolongation of Orchard street, to the east line of the east crosswalk in the prolongation of the east line of Child street, by taking up, redressing and resetting the existing curb stones where found suitable for such purpose and by substituting for those which are too defective for use, Medina curb stones of approved quality and dimension; also the extension outward of the existing surface sewers to the outer lines of the reset curbs, with the necessary gratings, wells and covers; also the taking up and relaying of the present cobble stone pavement on each side of Lyell avenue for about six and one-half (6½) feet from the curbs within the limits mentioned, the relaid pavement to conform to the crown of the roadway, as it may be established by the city surveyor and the supplying of such an amount of fresh MacAdam material, as the character of the proposed improvement may demand; also the taking up and relaying of existing crosswalks, both parallel and transverse, where necessary, and the supplying of new flagstones, for such walks when needed.

And whereas, The City Surveyor, under the direction of this Council, has made an estimate of the whole expense thereof, and reports the same at $1,100 which estimate is hereby approved.

Resolved, further, That the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

One tier of lots and parcels of land on each side of Lyell avenue included between the prolonged western line of the west sidewalk on the west side of Orchard street extended, and the east line of the east sidewalk on Child street extended.

And the Clerk is hereby directed to publish notice in pursuance of Title VII, Section 172 of the Revised Charter of 1880, of the City of Rochester, that all persons interested in the subject matter of said improvement, are required to attend the Common Council, on Tuesday evening, February the 4th, 1890, at 7 o'clock, at the Common Council Chamber when allegations will be heard.

Adopted.

JAY STREET SEWER CLEANING.

By Ald. Judson—Resolved, That the City Surveyor ascertain and report to this Council the ex-

Continued on Third Page.

Common Council Proceedings.

Continued from Second Page.

pense of cleaning a portion of the Jay street sewer.

Adopted.

The Surveyor submitted as such estimate $230.00.

By Ald. Judson—Resolved, That the following improvement is necessary, viz:

The cleaning of Jay street sewer, from the Saxton street sewer to a point 200 feet west of Grape street.

And whereas, The City Surveyor, under the direction of this Council, has made an estimate of the whole expense thereof, and reports the same at $230.00, which estimate is hereby approved.

Resolved, further, that the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz:

One tier of lots and parcels of land on each side of Jay street from Saxton street to Magne street in proportion to the benefit which each will derive therefrom.

And the Clerk is hereby directed to publish notice in pursuance of Title VII, Section 172 of the Revised Charter of 1880, of the City of Rochester, that all persons interested in the subject matter of said improvement, are required to attend the Common Council, on Tuesday evening, February the 4th, 1890, at 7 o'clock, at the Common Council Chamber, when allegations will be heard.

Adopted.

OPENING A STREET FROM STEWART STREET SOUTH.

By Ald. Bohrer—Resolved, That the following improvement is necessary, and we hereby judge that the public [go]od require the same to be done, viz:

The opening of a street forty feet in width, from the south line of Stewart street to the south line of lands owned by Lizzie Preston; the west line of said street to be parallel with the east line of Carter street and 2[illegible] feet east therefrom.

The territory deemed necessary to be taken for said street is a strip of land forty feet in width lying between the east and west line of said proposed street, and extending from Stewart street southerly across lands owned respectively by P. V. Hawley, Frank D. Folsom and Lizzie Preston.

Resolved, further—That the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

The parcels of land as they exist at the date of the passage of this ordinance on each side of the proposed street, owned respectively by Frank D. Folsom and wife and Lizzie Preston, in proportion to the benefit which each shall derive therefrom.

And the Clerk is hereby directed to publish notice in pursuance of Title VII., Section 172 of the Revised Charter of 1880, of the City of Rochester, that all persons interested in the subject matter of said improvement, are required to attend the Common Council on Tuesday evening, February the 4th, 1890, at 7 o'clock at the Common Council Chamber, when allegations will be heard.

Adopted.

FINAL ORDINANCES.

CITY CLERK'S OFFICE,
ROCHESTER, N. Y., Jan. 21, 1890.

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Agreeably to your directions given [illegible] published daily for four days, in the Union and Advertiser and Abend Post and Beobachter, two newspapers printed in the city of Rochester, [illegible] of said improvements, which notice [illegible] specified said improvements, the estimated expense thereof, the amount, if any, to be paid from the public treasury, and the portion or part of the city to be assessed for the rest of the expense, and requiring all persons interested in the subject matter of such improvements respectively, to attend the Common Council on Tuesday evening, Jan. 21, 1890, at 7 o'clock p. m., at the Common Council chamber, when allegations would be heard in reference to such improvements, viz.:

PETER SHERIDAN, City Clerk.

FINAL ORDINANCE, No. 3,858.

OXFORD STREET ASPHALT IMPROVEMENT.

On motion of Ald. Shelter the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz:

An ordinance to improve Oxford street from Park avenue to East avenue.

And after hearing such allegations from all persons appearing,

The Common Council of the city of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The construction of a vulcanite asphaltic pavement in Oxford street, from the crosswalk on the north side of Park avenue to the crosswalk on the south side of East avenue, with a line of curbstones on each side thereof, properly connected with driveways and adjoining streets; width of roadway between [cu]rbines, to be generally 25 feet. Also, the ne[ce]ssary driveways, manholes, surface sewers, lot laterals, water and gas services, cleaning the main sewer in the street, if found to be necessary, and the proper grading of the sidewalks between the curbstones and the flagwalks.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $9,100, which being deemed reasonable, is hereby aproved, and the whole expense of such improvement is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for and will be benefitted by such improvement, to wit:

One tier of lots and parcels of land on each side of Oxford street, from Park avenue to East avenue.

Ald. Thayer presented a remonstrance.

The ordinance was then adopted by the following vote:

Ayes—Ald. Sullivan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—12.

Ald. Kelly presented a remonstrance against the final ordinance for Gates avenue sewer and moved that further action be postponed two weeks.

FINAL ORDINANCE NO. 3,872.

SEWARD STREET GRADING AND WALK.

On motion of Ald. Shelter, the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz:

An ordinance to improve Seward street from Cottage street to the south line of D. C. Hyde's property.

And after hearing such allegations from all persons appearing.

The Common Council of the city of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The grading of Seward street, and the construction of pine plank sidewalks on each side thereof, 4 feet and 8 inches wide, from Cottage street to the south line of property supposed to belong to D. C. Hyde, situated on the east side of said Seward street. Also the construction of the necessary crosswalks.

And the City Surveyor, under the direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $875, which, being deemed reasonable, is hereby approved; and the whole expense of said improvement is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for, and will be benefited by such improvement to wit:

One tier of lots and parcels of land on each side of Seward street from Cottage street to the south line of property supposed to belong to D. C. Hyde, situated on the east side of said Seward street.

Adopted by the following vote:

Ayes—Ald. Sullivan, Fee, Kohlmetz, Williams, Shelter, Seyle, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—12.

Ald. Schroth presented a remonstrance against the final ordinance for Cleveland street MacAdam improvement and moved that further action be postponed two weeks. Adopted.

Ald. Hall moved that action on the final ordinance for Haag's alley improvement be postponed two weeks. Adopted

Ald. Fee presented a remonstrance against the final ordinance for Chestnut Park widening and moved that further action be postponed two weeks. Adopted.

UNFINISHED BUSINESS.

Action on ordering an assessment for Brayer Place Extension, notice of which had been published as required by law, being in order, allegations were called for, and no person appearing, Ald. Kelly submitted the following:

LOCAL IMPROVEMENT ASSESSMENT No. 3849

BRAYER PLACE EXTENSION.

By Ald. Kelly—Whereas, Notice for this meeting of at least four days, giving the parties interested an opportunity to be heard upon the subject of making this order, having been duly published, and allegations having been called for, and all persons desiring to be heard having been heard, and,

Whereas, The amount of damages for the land taken, and the expenses of the above mentioned improvement (Brayer place extension) has been ascertained, and hereby is adjusted and fixed by this Common Council at the sum of one thousand one hundred and sixty-four dollars and fifty cents ($1,164.50), and which is hereby adjusted and fixed by this Common Council at said amount.

And the portion or part of the city on which the said expenses are to be assessed is described as follows:

One tier of lots and parcels of land on each side of Brayer place from Murray st. to the east line of said Brayer place. Also lot No. 2 of assessors subdivision, owned by Mrs. John Lansing, and lots Nos. 3 and 4 of assessors' subdivision, owned by Henry Ferbeck, said lots Nos. 2, 3 and 4 being located on and adjoining the west line of Child street, as they existed at the date of the passage of the ordinance.

Therefore, Resolved, That said expenses be assessed upon said portion or part of the city.

And the Assessors of said city, not interested in any of the property so benefited, and not of kin to any person so interested, or if any two of said Assessors are not so interested, or of kin, then, such two, are hereby directed to make an assessment upon all the lots and parcels of land and houses within the portion or part of the city above designated, of the said amount of expense, in proportion, as nearly as may be, [to th]e advantage which each shall be deem[ed to] receive by the making of said improvement[, and] said assessors are hereby notified to meet [fo]r such purpose on the 25th day of January, 1890, at [ten] o'clock in the forenoon, at the office of the City Assessors, No. 15, City Hall.

And it is further determined, that the taxpayers to be assessed for [be]ing such improvement, must pay their assessment within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer.

Adopted by the following vote:

Ayes—Ald. Sullivan, McMillan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—13.

Action on the ordering of an assessment for Magne street opening and extension was on motion of Ald. Selye postponed two weeks.

EXECUTIVE BUSINESS.

Ald. [Sh]elter moved to proceed to appoint Commission[ers o]f Deeds and that the clerk cast the ballot of t[he] Common Council.

Adopted by the following vote:

Ayes—Ald. Sullivan, McMillan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—13.

F. M. Enos, Leroy G. Conley, Wm. J. Coons, James M. Kerr, C. L. Frasier, C. J. Stand, A. W. Nunn, A. Probst, Ferdinand Roesser, George S. Taylor and William H. Stout having received the concurrent vote of the Common Council, were declared appointed Commissioners of Deeds.

MISCELLANEOUS BUSINESS.

By Ald. Sullivan—

CITY SURVEYOR'S OFFICE,
ROCHESTER, N. Y., Jan. 21st, 1890.

Ald. Morris H. Lengert, Chairman Map and [Survey] Committee:

DEAR SIR:—I would report that John C. Ryan, under his contract for the transit survey and maps of the east fourteen wards of the city, has [illegible] work that [illegible] this office, [illegible] is now be paid for the survey under his [illegible] of 51 acres, which at $4 per acre amounts to two hundred ($200) dollars.

I hereby certify that the above bill is correct.

I. P. QUINBY City Surveyor.

By Ald. Sullivan—Resolved, That the city clerk draw an order on the city treasurer for two hundred ($200) dollars in favor of John C. Ryan, that being the amount now due said Ryan for work completed under his contract with the city for the transit survey and maps of the first fourteen wards thereof, and charge the same to the Contingent Fund.

Adopted by the following vote:

Ayes—Ald. Sullivan, McMillan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—13.

By Ald. Sullivan—Resolved, That the special committee to be appointed for the purpose of investigating the matter of the safety or unsafety of Central Church steeple be, and they hereby are empowered to employ experts if they deem it necessary to make the examination suggested in the report of the fire marshal. Adopted.

By Ald. Fee—

To the Honorable the Common Council of the City of Rochester:

The Rochester City and Brighton railroad company respectfully represents:

That at a meeting of your honorable body, held on the 26th day of July, 1887, the petition of this company was presented, asking that permission be granted for the operation of the cars of this company upon the lines and branches of its railroad in the city of Rochester, by means of electricity as motive power. Upon the said petition, the following resolution was adopted:

"By Alderman Elliott. [By request.]

"Resolved, That the Rochester City and Brighton railroad company is hereby authorized to operate its cars by means of electricity as a motive power.

"The said company is hereby authorized to make such alterations along the line of its railway as may be necessary to adapt its said railroad to the use of the electric system, said motive power to be subject to the approval of the common council, after the company has selected the form it prefers."

As is well known, it has been the intention of this company since the change of ownership of its stock, which occurred on the 23d day of November last, to so change and improve the system as to give to the people of this city rapid transit over all the lines of its railroad. That our people need a street railroad system which will furnish means of rapid communication from one section of the city to another must be evident to everyone who is at all familiar with the growth and development of the city.

It must also be evident to all who are familiar with the operation of street railroads that the day of street car propulsion by horse power, in large and progressive cities, has gone by. In many cities of the country electricity has been adopted as motive power, to the entire satisfaction of the people. In other and larger cities the cable system has been adopted and has given entire satisfaction, but either electricity or cable has come to be regarded as the successful motive power for street car operation, wherever rapid transit is desired.

Since the change of ownership which has been referred to took place this company began an investigation to determine as to the best system of rapid transit for adoption in this city. The directors of this company have visited many cities and made a careful study to determine as to the merits and demerits of the systems in use in those cities, with the view of determining upon a system for this city. The vast sum of money which this company will be obliged to expend in changing its system to either cable or electricity made it necessary that the most painstaking and careful investigation should be made by the officers of this company, as a mistake, if one should be made, would be most serious to the company itself as well as to the people of the city.

Most of the stockholders of this company were familiar with the cable system as employed at Philadelphia, Pittsburg and other places, and nearly all of them, in the outset, were strongly in favor of the adoption of the cable system here.

In the cable system, as is well known, the motive power operates a heavy steel cable, traveling over pulleys in a conduit between the rails of each track. The cable can be, of course, made to move to any speed up to 12 to 15 miles miles per hour. In this city the lines of railroad on Exchange street, West avenue and Allen street cross the Erie canal on lift or swing bridges. If the cable system should be adopted in this city, it would be necessary either to maintain separate power stations, and operate separate cables, on either side of the canal, or to depress the cable under the canal on various lines, in either of which case it would be necessary to move the cable cars across the canal bridges with horses. The expense of constructing and maintaining several power stations would be so great as to render operation thereby practically prohibitory in this city, while the delay and difficulty in moving the cable cars across the bridges with horses present an insuperable difficulty in cable railroad operation.

We found further that the arches of the East Main street bridge over the Genesee river are so constructed with reference to the surface of the pavement of the street as to make it impossible to construct conduits across such bridge for the cable, for the reason that the distance from the under surface of the crown of the westerly arch of such bridge is only 18 inches below the surface of the street.

It is further to be said that the manner in which this city is laid out, the general course and direction of the streets, renders it impossible to operate a cable system at all successfully, except upon the main thoroughfares now occupied by the street car lines. Except for the difficulty of crossing the water courses which have been above referred to, cable lines might very well be constructed and operated on East and West Main streets and West avenue, and on North avenue, Lake avenue and possibly some other streets, but on many of the lines of this company it is mechanically impossible to operate a cable, because of the multitude of sharp curves which are met with. If the cable system should be adopted as to two or three of the main and straight roads in this city, it would be necessary on the other lines to use horses to propel the cars, and the result would necessarily be a complicated system of transfers from the shorter lines feeding into the main cable lines, which would quickly become a public nuisance. The first cost of cable railroad construction is so great, and the expense of operation is so large, that the cable system cannot be made to pay, except upon lines substantially straight and of considerable length, where the traffic is very heavy. Rochester is a round city; all of the street car lines radiate from a common center; necessarily the traffic on each line is comparatively light—too light, in fact, to justify, if the other difficulties mentioned were overcome, the enormous outlay involved in the construction of a cable railroad system.

The foregoing are some of the reasons which have led this company to determine that the cable system is not the system which can be successfully applied in this city.

If rapid transit is to be afforded to the people of the city of Rochester, we are satisfied that electricity must be adopted as a motive power for the propulsion of the cars. As is well known, electric railroads are now in operation in nearly every city of importance in this country.

The West End company of Boston—a company owning substantially all the street railroad lines of that city—has obtained from the common council, by unanimous vote, the right to equip all of its lines with reference to operation by electricity. The Boston Herald of January 12th says: "The best measure of the success of the electric cars is their popularity. They are patronized in every instance in preference to horse cars, where the route to be traveled presents a choice. The popularity may be credited to their time-saving qualities. On the lines now operated they have reduced the time between distant points from 40 to 50 per cent., and will, it is obvious, be able to reduce it still more when electricity extends over the entire system."

The electric system is now in use upon Euclid avenue, the finest residence street in Cleveland, and at the formal demand of the city council of that city, as we are informed, the electric company has completed its line co[illegible] to the public square, in the very heart of the city. Those cars make an average of about one hundred and twenty five miles a day, as against 80 heretofore made with horse cars.

In this state there are electric roads in successful operation at Syracuse, Binghamton, Utica, Albany, Troy, Ithaca, Brooklyn and Buffalo.

The people of Rochester have, of course, been made familiar with operation by electricity by their experience with the Rochester electric railroad, extending from the Ridge road to Ontario beach.

St. Louis, Cincinnati, Kansas City, Detroit, Minneapolis, St. Paul, Des Moines, Omaha, Pittsburg, and many other of the progressive cities of the country have successful and popular electric roads in operation. In most, if not all of these cities, the popularity of the electric railroad has been so great that extensive additions are being made to the systems, in consequence of the strong sentiment of the people in their favor.

In no electric railroad system which has been adopted in this country is the pressure of the electric current in excess of 500 volts. There has never yet been a case of death or serious injury caused by an electric current of this pressure. Over and over again, however, people have voluntarily taken the full force of the 500 volt current, without any injury whatever. The accidents which have been caused in some of the cities of this country by electricity have invariably been caused by an electric current of 1,000 or more volts.

The merits of the electric system may be briefly summarized, as follows:

First—There is practically no limit to the speed of the cars, except that which may be imposed by city ordinance. Cars on the Allston line in Boston often attain a speed of 25 miles per hour. Twelve miles an hour, it is thought, would not be impracticable in the suburbs of this city, and that speed with the electric system is less dangerous to individuals than by any other system, by reason of the control of the car which is possessed by the driver. The driver may, in addition to applying instantly the powerful brakes with which the cars will be equipped, reverse the current, and the result is that the greater the speed which has been attained by the car, the greater will be the power to stop it when the current is reversed.

Second—The service is perfectly reliable, and an accident on any portion of the line will not affect any other portion, while with the cable an accident to, or the breaking of, the cable necessarily stops all the cars moved by the cable.

Third—The electric system is a cleanly system; there is no dust from horses, no [w]earing out of the pavement between the tracks by the movement of the car and no cleaning of conduits.

Fourth—The cars will all be lighted by electricity.

Fifth—Horses will be entirely done away with in the operation of the system; hence people will not be distressed by seeing them strain every nerve to move a loaded car during the hours when travel is heavy. The power plant which this company intends to construct, will be large enough to furnish sufficient power to move as many loaded cars up to the full limit of speed, as the conditions of traffic require.

This company proposes, if an agreement shall be made with reference to the conditions for operation by electricity, and if the necessary consents be obtained, to entirely dispense with bob-tail cars, and to put large and handsome cars upon all the lines. It also proposes to entirely re-build all the track [of] this company where the tram-rail [is] now laid, with girder rails, with first class and permanent construction throughout.

It is the purpose of this company, if the necessary consents to the change from horse power to electricity be obtained, to commence the work of reconstruction and change in the early spring, and to have at least 40 electric cars in operation by the 31st day of August next, and to change the entire system from horse power to electricity within two years.

We therefore respectfully [ask t]hat a conference may be had between [this h]onorable body [and] a committee to be named [by th]is company, to the end that an agreement [may] be made as to the conditions upon which this company may operate its cars by electricity instead of by horse power.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY, by G. [illegible]MFORD, President.

Ordered received, filed and published.

By Ald. Fee—Resolved, That the petition of the Rochester City & Brighton Railroad Company with reference to change of its system of operation to electricity, be received, filed and published and that a committee of five members of this Board, one of whom shall be the President of this Board, be appointed by the President of this Board, who with the Superintendent of the Fire Alarm Telegraph, are instructed to confer with the said company as to the terms and conditions upon which said company may operate its cars by electricity, and that said committee of six, report to this Board such terms and conditions for its action. Adopted.

By Ald. Williams—Petition for an electric light on West Alexander street. Referred to the Lamp Committee.

By Ald. Selye—Whereas, The Law Committee at a regular meeting of this board held September 3, 1889, did report as follows:

By Ald. Williams—

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN:—Your Law Committee begs leave to submit the following as its report:

In the matter of the alleged nuisance created by the Rochester Brick and Tile Manufacturing Company, on Oak street, operated by Messrs. Otis and Gorsline, your committee has heard the allegations for and against the works, and believes that, under the circumstances, it should recommend that the City Attorney be directed to write to the firm to abate the nuisance complained of, within thirty days, or in default that the provisions of the Penal Ordinance relating to nuisances created by smoke, soot, etc., within the city be enforced.

And, Whereas, Said thirty days has long since expired, and the nuisance continues to the great annoyance of the people of the neighborhood of said Brick and Tile Works.

Resolved, That the City Attorney be instructed to by all legal means to immediately enforce the ordinance in such cases made and provided.

Adopted.

By Ald. Hall—Resolved, That the use of the Common Council chamber be and it hereby is granted to the Western New York Horticultural Society for its annual meeting, January 22, 1890.

LEO J. HALL,
H. G. THAYER,
D. W. Selye,

Adopted.

By Ald. Hall—Resolved, That the use of the Common Council chamber be granted the Grand Lodge of the Ancient Order of United Workmen of the State of New York at their next grand session, which will take place in this city, commencing March 4, 1890; and the Clerk be and hereby is directed to extend all the facilities and accommodations of the City Hall Building to them during their session. Adopted.

By Ald. Hall—Resolved, That the Clerk draw an order on the Treasurer in favor of C. W. Hartung for two hundred and twenty-four and 65-100 ($224.65) dollars, being the amount remaining on account of contract with the city and said Hartung, and being for work done in cellar of City Building on Front street, and charge City Property Fund.

Adopted by the following vote:

Ayes—Ald. Sullivan, McMillan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—13.

By Ald. Hall—Resolved, That the Lamp Committee be directed to erect one Brush electric light on East Main, opposite Birch Crescent. Referred to the Lamp Committee.

By Ald. Thayer—Petition of Mrs. Holliger and another. Referred to the Assessment Committee.

By Ald. Thayer—Petitions for the improvement of East avenue and a pipe sewer in University avenue. Referred to the Surveyor to prepare ordinances.

By Ald. Thayer—Petitions of Jabez Elam and Isaac Loisan. Referred to the wood building committee and fire marshal with power to act.

Also a petition for an electric light on Highland avenue. Referred to the lamp committee.

Also a petition requesting the reconsideration of the action on the ordinance for opening a new street from Diamond place to Bay street. Ordered received and filed.

Ald. Thayer presented a petition of the owners of more than one-half of all the land fronting on Portsmouth Terrace, requesting this Com[illegible]

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ing, of 35 cents per foot front for the year 1890, for the purpose of defraying the expenses of making the repairs and improvements of such park, according to the provisions of chapter ninety-six of the laws of 1880, as amended by chapter 168 of the laws of 1888, and assigning Frank G. Newell of this city, to receive the amount of said tax, when collected, and thereupon moved the adoption of the following resolution:

By Ald. Thayer—Resolved, That the City Assessors be, and they are hereby, directed to assess and that there be assessed 35 cents per foot front upon all lands fronting on Portsmouth Terrace and that the same be added to the general city tax for 1890-1891, and to be apportioned equally upon all such lands so fronting upon said park; and the City Treasurer is hereby directed to pay the sum thus assessed, when collected by him, to Frank G. Newell, he being the person designated to receive the same by such owners; and the Clerk is hereby directed to transmit to said assessors and treasurer a certified copy of this resolution.

Adopted by the following vote:

Ald. Sullivan, McMillan, Fee, Kohlmetz, Williams, Shelter, Selye, Hall, Judson, Schroth, Bohrer, Kelly, Thayer—13.

By Ald. Selye—Whereas, the State Board of Public Works has failed in many instances to place swing or lift bridges where streets of this city intersect with the Erie canal; and,

Whereas, The old-fashioned stationary bridges are a nuisance; and,

Whereas, The necessity of changing the style of bridges to lift or swing bridges has been the occasion of unjust and illiberal taxation upon certain portions of our city, and will so continue to place heavy impositions upon the taxpayers of this city and elsewhere;

Resolved, That the Erie canal is a source of unjust taxation to this city.

And be it further Resolved, That a committee of three be appointed by the chairman of this board to proceed to Albany to set forth the injustice of the State in not substituting lift and swing bridges in certain cases for the old fashioned stationary bridges, and for the reimbursing by the State of the expense heretofore expended by our taxpayers for lift and swing bridges already built by our citizens. Adopted.

The chair announced the following committee on Central church spire: Ald. Tracy, Sullivan, Kohlmetz.

Committee on canal bridges, as per Ald. Selye's resolution: Ald. Selye, Kelly, Shelter.

Committee on Ald. Fee's resolution on Electric Railroad: Ald. Fee, Kelly, Williams, Bohrer, Tracy and Supt. of Electric lights.

On motion of Ald. Fee, the Board then adjourned.

PETER SHERIDAN, City Clerk.

The Post-Express.

ROCHESTER, THURSDAY, JAN. 23.

HARBOR IMPROVEMENTS.

Petitions to Congress Presented by Representative Baker.

The following memorials from the Rochester Chamber of Commerce were presented in the house Monday by Representative Baker:

Memorial by the Chamber of Commerce of the city of Rochester, N. Y., to the congress of the United States.

Your memorialists respectfully represent to your honorable body that the city of Rochester is a port of entry, and the proper improvements of the harbor of Charlotte and the maintenance thereof in the highest condition of usefulness is a matter of great importance to the manufacturing and commercial interests of our city.

The business of said harbor and port gives it second rank among the harbors of Lake Ontario, and this city and county, with near twelve hundred manufacturing establishments, contributes largely to its growth and revenue.

This city embraces a population of about 140,000 people, and is rapidly increasing in material prosperity and in population as well.

In 1889 there were 1,400 new buildings erected, of which 65 are for manufacturing and business, 13 flats, 2 school houses, 7 churches, and 1,282 dwellings.

The business in the six leading lines of trade for the year is estimated at $35,000,000, as follows:

Dry goods	$9,575,000
Clothing	8,325,000
Boots and shoes	7,250,000
Groceries	[illegible],000,000
Hardware	[illegible],250,000
Nursery stock	2,8[illegible]0,000

Other manufacturing interests employ millions of capital and furnish employment to tens of thousands of persons.

Amongst these may be mentioned brewing, malting, flouring, and more than a hundred others.

All the labor and capital employed in these great industries are largely concerned and interested in the most efficient maintenance of the existing harbor.

Your memorialists therefore pray that by the river and harbor bill of the present congress provision may be made for the improvement of the Genesee harbor at Charlotte, as follows:

Dredge out the channel to the full width possible between the piers, repair the existing piers and extend them to the requisite distance to protect the channel; and rebuild the light-house.

We wish to emphasize the statement that these improvements will contribute largely to the growth and prosperity of our city and promote general commerce.

Your memorialists will ever pray, etc.

The foregoing memorial was adopted at a meeting held on January 6, 1890.

W. S. KIMBALL, President.

J. Y. MCCLINTOCK, Secretary.

Memorial by the Chamber of Commerce, of Rochester, N. Y., to the congress of the United States.

Your memorialists respectfully represent to your honorable body that the city of Rochester is a port of entry, and is not only deeply interested in the improvement of Charlotte, but also in the opening of Irondequoit bay to commercial uses.

The business of said harbor and port gives it second rank among the harbors of lake Ontario, and this city and county, with near twelve hundred manufacturing establishments, contributes largely to its growth and revenue.

Irondequoit bay is located geographically nearer to the center of Rochester, and is a body of water four miles long, varying in width from one-half to three-quarters of a mile, with deep water, naturally adapted for purposes of a harbor.

It is connected with lake Ontario by a narrow outlet, which may be readily enlarged sufficiently to allow the ingress and egress of vessels of all sizes.

Said outlet is spanned by a bridge, constructed and maintained by the Rome, Watertown and Ogdensburg railroad, which should be converted into a turn-bridge whenever improvements should be ordered at that point.

This city embraces a population of about 140,000 people, and is rapidly increasing in material prosperity and in population as well.

In 1889 the business done here in six lines of trade exceeded $35,000,000 in value, and this does not include the vast business in brewing, malting, flour mills, paper-making, and a hundred other important lines of manufactures. Fourteen hundred buildings were put up, 65 being for manufacturing and business purposes, 13 flats, 2 school houses, 7 churches, and 1,282 dwellings.

Twelve lines of railroads come into Rochester from every direction, and several new lines are projected.

The shores of Irondequoit bay are necessary to furnish the requisite facilities on deep water for the rapidly-increasing commerce centering here.

Your memorialists therefore pray that by the river and harbor bill of the present congress provision may be made for the construction and opening of a channel between lake Ontario and Irondequoit bay of sufficient capacity to enable the commerce of lake Ontario to use Irondequoit bay for the purposes of a harbor.

We call attention to the fact that surveys and estimates were provided for at Irondequoit bay in the river and harbor bill passed at the first session of the fiftieth congress, and that this improvement will contribute largely to the growth and prosperity of our city and promote general commerce.

Your memoralists will ever pray, etc.

The foregoing memeral was adopted at a meeting held on January 6, 1890.

W. S. KIMBALL, president.

ROCHESTER MORNING HERALD

JANUARY 23, 1890.

TOBACCO DEAL.

William S. Kimball & Co.'s Factory Included In The Combination.

For some time past reports have been afloat regarding the consolidation of the principal cigarette factories of the country in one general company. The rumors have included the firm of William S. Kimball & Co. of this city. Their reliability has now been established, for the American Tobacco company has just been incorporated in New York. The incorporators are Lewis Ginter and John Pope of Richmond, Virginia; George Arents and James B. Duke of New York; Benjamin N. Duke and George W. Watts of Durham, North Carolina; William H. Butler and Charles G. Emery of Brooklyn and William S. Kimball of this city. The company is to establish depots in this and other countries.

The capital stock is fixed at $25,000,000. Of this amount there are 300,000 shares of $50 each, known as general stock, and 100,000 shares of $100 each, to be preferred stock. The preferred stock entitles the holder to receive an annual dividend of 8 per cent., or so much as the profits justify, before any dividend is declared on the common stock.

William S. Kimball is out of town but James C. Hart told a HERALD reporter yesterday afternoon that the deal had been consummated. He said there would be no important change in the management of the Kimball factory. Mr. Hart did not feel at liberty to talk of the objects of the "combine." Its principal aim is said to be the extension of the market for American cigarettes through foreign countries.

Democrat and Chronicle

JANUARY 24, 1890.

REALTY AND ROMANCE

Annual Dinner of the Real Estate Exchange.

THE CITY AND ITS GROWTH

Members and Guests Discuss the Question as to how the Organization May be Most Effective in Developing the City's Resources.

For one and one-half hours last night the members of the Rochester Real Estate Exchange discussed an excellent menu at Worden's and then for the succeeding two hours and a half, on full stomachs, they discussed the beauties of Rochester and the part they had had in making the city beautiful.

Thirty covers were laid in Worden's main dining hall. The members and their guests sat down at 8:30 o'clock, the Hon. Henry L. Fish, president of the exchange, occupying the post of honor with Colonel A. Finley Smiley on his left and Secretary J. Y. McClintock of the Chamber of Commerce, at his right. Among the other guests were Jay Fay and O. K. Foote, architects, Franklin S. Stebbins and H. S. Redfield.

When the time for cigars was reached the gentlemen adjourned to the parlors for the intellectual feast, ex-Mayor Fish presiding as toast master. After referring to the benefits that had accrued from the organization of the Exchange, F. W. Warner was asked to respond to "Real Estate."

"The outlook of real estate" said Mr. Warner, "is such that regular meetings of real estate dealers should be held often. The cities are growing larger and the farms are being deserted. This means that city property is increasing in value and country property decreasing."

Mr. Warner said further that he thought the census would show Rochester to have a population of 140,000. "A like increase may be looked for in the next ten years. Where shall we put all these people. The city must and will spread out." Mr. Warner said with a firm organization they should be second only to the Chamber of Commerce. Mr. Warner closed by predicting a lively year in reality.

Secretary McClintock of the Chamber of Commerce was introduced as a young man who has been making the interests of Rochester a study. Mr. McClintock said he believed the enlargement of the city depended very largely upon the real estate men. He referred to the growth of Lawrence, Mass., saying that while its water power was very advantageous, it was simply a good excuse for a land scheme. The land scheme developed was the life. He thought there had been no land scheme developed in Rochester which had assisted the other interests. The plans used here that were used in St. Louis would be a good thing; just a land boom, such as may be seen in many Southern towns; but a land scheme in connection with a great rolling mill or other manufacturing establishment would be advantageous. "I believe," said he, "that the land scheme in connection with the water storage scheme will assist in carrying it through."

Colonel R. Finley Smiley was introduced as "one who stood firm for the Southern side during the war, but who could to-day [...] his [...] Southern birth and education and he was not here to apologize for it. "I am satisfied with the results of that struggle, and you certainly should be, for you got the best of [...] whole country." Colonel Smiley said that his own state, Missouri, would have been better off to-day had it not been for slavery. To-day there was not a Southerner who would reinstate slavery if he could. "In the slavery days" said he, "we owned the blacks. They were valued at about $1,000 each. Then if a black man ran away and got as far as Rochester he was free and it was our loss; if a negro died then it was our loss. Now if he dies, it is his own loss. To-day we need his labor and can obtain it without as much expense as when slavery prevailed." Mr. Smiley closed by eloquently portraying the disadvantages and injustice of the deportation scheme.

H. S. Redfield succeeded Colonel Smiley. He said for forty years he had watched the accumulation of fortunes through real estate investments. Very few cities in the West could make such a showing as Rochester. He thought that taxes were a great bugbear and a hindrance to the prosperity of the city. We all deplore high taxes, yet the increase in real estate in many cases far exceeded the profits on the business transacted on the premises. In my opinion money that we pay for taxes is very well expended. Rochester has begun a system of parks and an increased taxation will of course result, yet already lots are being sold in the vicinity of these parks and the increased value in real estate will more than compensate for all this increased taxation." Mr. Redfield referred to the lot now occupied by the Whitcomb House, saying that in 1868 he sold the property, eighty feet front, for $16,000; now the same property was valued at $2,000 a front foot. "In my judgment," said he, in closing "the Rochester of to-day is very tame compared with the Rochester of twenty years hence."

Franklin S. Stebbins said that Rochester was one of the greatest inland cities in the United States, and that the real estate men were doing one of the grandest works of the age—furnishing homes for citizens.

I. S. Havens, an attorney, said there ought to be sympathy between the real estate men and the lawyers. The real estate men have a great deal before them, and the organization could do much for the city.

R. D. Wickes said that when the Nationalist party comes in power, the real estate men will be through with searches, but there would still be work for the real estate men. Jay Fay said he could not see why the real estate exchange should not be well organized and rival the Chamber of Commerce. This was an age of organization, and every craft and trade should bring out the best talent and organize. Real estate men plan cities, and they should not be afraid to call upon the architects to assist them.

W. G. Davis told some funny stories and also said that the Real Estate Exchange should act upon a firm basis and in unison. There should be rules and regulations and all should live up to them.

Brief remarks were also made by O. K. Toole, E. Riley, M. J. Tripp, C. F. Curtis, O. F. Seidell, A. H. Greene, H. S. Shearer, C. Burnham and others and several pleasing songs were rendered by John Willard. J. M. Emmons when called upon took occasion to advise each one to purchase a ticket to the "Blind Tom" benefit. During the intervals between speeches the Rochester Banjo Quartette rendered catchy and pleasing selections. It was past midnight when the company dispersed.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., JAN. 24, 1890.

NEW RATES FOR WATER

SCHEDULE ADOPTED AT THE MEETING OF THE EXECUTIVE BOARD THIS MORNING.

An Increase in the Rates for Both Hemlock Lake and Genesee River Water—Prices Fixed for the Use of Water for Both Domestic and Business Purposes.

This morning the Executive Board adopted a schedule of water rates to go into effect May 1st, 1890, the commencement of the fiscal year. As will be seen at a glance the schedule gives the new rates and the old ones alongside rendering the comparison easy for all. The following preamble and resolutions were adopted:

By Mr. Aldridge—Whereas, On the completion of the present system of water works it was deemed very important, as a sanitary measure, that the use of water from wells should be abandoned, and a general use of the public water supply should be fostered and encouraged to the end that its consumption might become general at the earliest practicable moment; and

Whereas, The officers then in charge of the water department as well as citizens generally believed that an extremely low rate for the use of the water without special reference to whether said rates would be remunerative, would most speedily produce the desired result, the said rates were made lower than any city in this country, and have been so maintained with the exception of an occasional small increase in the rates for some uses in cases in which the experience of the board and public sentiment agreed that previous charges were entirely inadequate, and

Whereas, Said purpose has been accomplished and the use of water from the public supply is now practically universal, it is believed by this board, and which opinion seems to be endorsed by an enlightened public sentiment, that the water rates should be so adjusted as to produce approximately, at least in revenue, an amount which will make the water department self-sustaining, without resorting to direct taxation for interest, maintenance or extension, and [...] maintain the charges for water [...] average for the same uses in [...]

[...] that the Executive Board of the City of Rochester, N. Y., by authority conferred upon it by sections 158, 159, 160, 161, and other sections of the charter of said city, does hereby ordain and establish the following schedule of rates to be paid for the uses of water herein indicated when supplied from the water works of the said city of Rochester.

The said rates shall become operative on the first day of May 1890, the commencement of the next fiscal year, and so continue during the pleasure of the Executive Board.

	New Rate.	Old Rate.
METER RATES.		
The rate charged for Hemlock lake water measured by meter will be per 1,000 gallons	14c	11 to 14
For Genesee river water per 1,000 gallons	10	8 to 13
BUILDING PURPOSES.		
To be paid in advance, on certificate of architect or builder: Per 1,000 brick laid	$ 0 10	$ 0 05
Per perch of stone laid (22 cubic feet)	4	2
Per 100 hundred square yards two coat plastering	40	20
Per 100 hundred square yards three coat plastering	50	25
Per 100 square feet cement flooring	20	10
BATHS.		
Public for first tub	$5 00	$5 00
Public for each additional tub	4 00	4 00
Hotels for each tub	5 00	5 00
Boarding houses for first tub	5 00	4 00
Boarding houses for each additional tub	3 00	2 50
Barber shops for first bath tub	5 00	5 00
Barber shops for each additional tub	4 00	4 00
Private dwellings for first tub	2 00	2 00
Private dwellings for each additional tub	1 00	1 00
Office or sleeping rooms in blocks, each tub	3 00	3 00
Single family in blocks for first tub	2 00	2 00
Single family in blocks for each additional tub	1 00	1 00
Single dwellings occupied by more than one family, each having access to same bath tub, for first tub	3 00	2 00
For each additional tub	2 00	1 00
BOARDING AND LODGING HOUSES, DORMITORIES AND BOARDING SCHOOLS.		
Domestic rates, double dwelling rates according to assessed valuation	No ch'e	No ch'e
For large sleeping rooms or dormitories, special	..	..
BARBER SHOPS.	New rate	Old rate
For first chair	$ 3 00	$ 3 00
For each additional chair	1 50	1 50
BAKERIES.		
Estimated on the average number of barrels of flour used daily; each barrel	$ 3 00	$ 3 00
The minimum amount to be paid by a bakery exclusive of steam boiler	5 00	5 00
BARS.		
In hotels, restaurants and saloons	$5 to $40	$5 to $40
Beer pumps, minimum rate	7 00	5 00
CONFECTIONERY MAKERS.		
From	$3 to $30	$3 to $30
DWELLINGS.		
For all ordinary household use, one family or single house: When the assessed valuation is $1,500 or less	$ 4 00	$ 2 50
When the assessed valuation is over $1,500 and not more than $3,000	5 00	3 00
When the assessed valuation is over $3,000 and not more than $5,000	5 50	3 50
When the assessed valuation is over $5,000 and not more than $7,000	6 00	4 00
When then assessed valuation is over $7,000 and not more than $10,000	6 50	4 50
When the assessed valuation is over $10,000 and not more than $14,000	7 00	5 00
When the assessed valuation is over $14,000 and not more than $18,000	7 50	5 50
For each additional $4,000 or fraction thereof over 18,000	2 00	0 50
Single dwellings occupied by more than one family, each family	4 00	2 50
For families in blocks, flats or tenements, each family	4 00	2 50
FOUNTAINS AND AQUARIA.		
With 1-16 inch jet per season	10 00	5 00
Each additional 1-16 inch jet	4 00	2 00
One ⅛ inch jet	20 00	12 00
Each additional ⅛ inch jet	8 00	4 00
GREENHOUSES.		
For first 1,000 square feet or less of building	10 00	5 00
For each additional 1,000 feet of building	4 00	2 00
For fractional parts of each 1,000 square feet. After the first 1,000 feet, proportional rates.		
GAS ENGINES.		
For each engine where water is used direct from service-meter	....	....
For each engine where water is used from and returned from tanks	5 00	3 00
HOSE ATTACHMENTS.		
For street, lawn and garden sprinkling only	....	....
For fifty feet frontage or less	4 00	3 00
For each additional foot up to 100	06	05
For each additional foot over 100	05	03
For each outside hose attachment over two	2 00	2 00
For hose or plain attachment for hotel stables	10 00	5 00
For hose or plain attachment for boarding or car stable	15 00	10 00
For hose or plain attachment in private stable	5 00	2 00
HOTELS.		
Add to dwelling rates for assessed valuation as follows: For each ordinary or usual sleeping room	75	75
Laundries to be metered.		
MANUFACTORIES.		
For establishments, each specially rated, add as follows: For employees, each	30	30
MARKETS.		
Fish markets	$5 to $40	$5 to $40
Meat markets	$4 to $15	$4 to $15
MOTORS.		
Family sewing machine	3 00	3 00
OFFICES AND SLEEPING ROOMS IN BLOCKS.		
For each room with faucet	2 00	2 00
For each room without faucet, but having access to water	1 50	1 00
PHOTOGRAPH GALLERIES.		
From	$5 to $40	$5 to $40
SALOONS, ICE CREAM, CONFECTIONERY, OYSTERS, BEER, ETC.		
Without bar	$ 4 to $15	$3 to $15
With bar	10 to 50	8 to 50
For soda or mineral water fountains	5 to 15	3 to 15
For jet for washing glasses	10	5
SCHOOLS.		
Not boarding—special or meter.		
STABLES AND BARNS.		
Livery, boarding, sale or car stables, meter rates, or for each stall	$ 50	$ 50
Hotel, meter or for each stall	50	50

ROCHESTER MORNING HERALD

JANUARY 25, 1890.

WATER RATES.

NEW SCHEDULE OF PRICES ADOPTED.

A Change that is Expected to Raise the Revenue from $220,000 Yearly to $375,000—To Go Into Effect May 1st.

The executive board took important action yesterday morning in adopting a new schedule of rates for water users, to go into effect May 1st. The new list shows a raise in price over the old in every instance where a change is made. For the year ending April 1, 1889, the total receipts for water privileges of all kinds were $216,359.30, of which $168,177.33 was for water rents, $37,823.62 for unpaid water rents and $10,358.35 for the three cent frontage tax. It is thought that when the new schedule goes into effect the annual revenue will be increased to $375,000 by the larger rates. Following is the action taken by the board, together with the new list, which is arranged so as to be readily compared with the old rates:

Whereas, On the completion of the present system of water works it was deemed very important, as a sanitary measure, that the use of water from wells should be abandoned, and a general use of the public water supply should be fostered and encouraged to the end that its consumption might become general at the earliest practicable moment, and

Whereas, The officers then in charge of the water department, as well as citizens generally, believed that an extremely low rate for the use of the water without special reference to whether said rates would be remunerative would most speedily produce the desired result; the said rates were made lower than any city in the country and have been so maintained with the exception of an occasional small increase in the rates for some uses in cases in which the experience of the board and public sentiment agreed that previous charges were entirely inadequate; and

Whereas, Said purpose has been accomplished and the use of water from the public supply is now practically universal, it is believed by this board, and which opinion seems to be endorsed by an enlightened public sentiment, that the water rates should be so adjusted as to produce approximately, at least, in revenue, an amount which will make the water department self sustaining without resorting to direct taxation for interest, maintenance or extensions, and

Whereas, This result, we believe, may now be reached and still maintain the charges for water at rates below the average for the same uses in sister cities; therefore,

Resolved, That the executive board of the city of Rochester, N. Y., by authority conferred upon it by sections 158, 159, 160, 161 and other sections of the charter of said city, does hereby ordain and establish the following schedule of rates to be paid for the uses of water herein indicated when supplied from the water works of the said city of Rochester.

The said rates shall become operative on the 1st day of May, 1890, the commencement or the next fiscal year, and so continue during the pleasure of the executive board.

	New Rate.	Old Rate.
Moter Rates.		
The rate charged for Hemlock lake water measured by meter will be per 1,000 gallons	$0.14	$0.11 to $0.14
For Genesse river water per 1,000 gallons	0.10	5 to 0.13
Building Purposes.		
To be paid in advance on certificate of architect or builder. Per 1,000 brick laid	.10	.05
Per perch of stone laid (22 cubic ft.)	.04	.02
Per 100 square yards two coat plastering	.40	.20
Per 100 square yards three coat plastering	.50	.25
Per 100 square feet cement flooring	.20	.10
Baths.		
Public for first tub	$5.00	$5.00
Public for each additional tub	4.00	4.00
Hotels for each tub	5.00	5.00
Boarding houses for first tub	5.00	4.00
Boarding houses each additional tub	3.00	2.50
Barber shops for first bath tub	5.00	5.00
Barber shops each additional tub	4.00	4.00
Private dwellings for first tub	[illegible]	2.00
Private dwellings for each additional tub	1.00	1.00
Office or sleeping room in blocks each tub	3.00	3.00
Single family in blocks for first bath tub	2.00	2.00
Single family in blocks each additional tub	1.00	1.00
Single dwellings occupied by more than one family, each having access to same bath tub		
For first tub	$3.00	$2.00
For each additional tub	2.00	1.00
Boarding and Lodging Houses, Dormatories and Boarding Schools.		
Domestic rates, double dwelling rates according to assessed valuation. No change.		
For large sleeping rooms or dormatories (special). No change.		
Barber Shops.		
For first chair	$3.00	$3.00
For each additional chair	1.50	1.50
Bakeries.		
Estimated on the average number of barrels of flour used daily; each barrel	$3.00	$3.00
The minimum amount to be paid by a bakery exclusive of steam boiler	5.00	5.00
Bars.		
In hotels, restaurants and saloons	$5 to $40	$5 to $40
Beer pumps, minimum rate	7.00	5.00
Confectionery Makers.		
From	$3 to $30	$3 to $30
Dwellings.		
For all ordinary household use, one family in single house: When the assessed valuation is $1,500 or less	$4.00	$2.50
When the assessed valuation is over $1,500 and not more than $3,000	5.00	3.00
When the assessed valuation is over $3,000 and not more than $5,000	5.50	3.50
When the assessed valuation is over $5,000 and not more than $7,000	6.00	4.00
When the assessed valuation is over $7,000 and not more than $10,000	6.50	4.50
When the assessed valuation is over $10,000 and not more than $14,000	7.00	5.00
When the assessed valuation is over $14,000 and not more than $18,000	7.50	5.50
For each additional $4,000 or fraction thereof over $18,000	2.00	[illegible]
Single dwellings occupied by more than one family, each family	4.00	2.50
For families in blocks, flats or tenements, each family	4.00	2.50
Fountains and Aquaria.		
With 1-16 inch jet per season	$10.00	$5.00
Each additional 1-16 inch jet	4.00	2.00
One ⅛ inch jet	20.00	12.00
Each additional ⅛ inch jet	8.00	4.00
Greenhouses.		
For first 1,000 square feet or less of building	$10.00	$5.00
For each additional 1,000 feet of building	4.00	2.00
For fractional parts of each 1,000 square feet after the first 1,000—proportional rates.		
Gas Engines.		
For each engine where water is used from and returned from tanks	$5.00	$3.00
Hose Attachments.		
For street, lawn and garden sprinkling only—		
For fifty feet frontage or less	$4.00	$3.00
For each additional foot up to 100	.08	.05
For each additional foot over 100	.05	.03
For each outside hose attachment over two	2.00	2.00
For hose of plain attachment for hotel stables	10.00	5.00
For hose of plain attachment for boarding or car stable	15.00	10.00
For hose or plain attachment in private stable	5.00	2.00
Hotels.		
Add to dwelling rates for assessed valuation as follows— For each ordinary or usual sleeping room	$ .75	$ .75
Laundries.		
To be metered—		
Manufactories.		
For establishments each specially rated—add as follows— For employees—each	$ .30	$ .30
Markets.		
Fish markets	$5 to $40	$5 to $40
Meat markets	$4 to $15	$4 to $15
Motors.		
Family sewing machine	$3.00	$3.00
Offices and sleeping rooms in blocks.		
For each room with faucet	$2.00	$2.00
For each room without faucet but having access to water	1.50	1.00
Photograph Galleries.		
From	$5 to $40	$5 to $40
Saloons—Ice Cream, Confectionery, Oysters, Beer, etc.		
Without bar	$4 to $15	$3 to $15
With bar	10 to 50	8 to 50
For soda or mineral water fountains	5 to 15	3 to 15
For jet for washing glasses	$10	$5
Schools.		
Not boarding—special or meter.		
Stable and Barns.		
Livery, boarding, sale, or car stables, meter rates or for each stall	$0.50	$0.50
Hotels—Meter or for each stall	0.50	0.50
Steam Engines and Boilers.		
For each rated horse power of boiler	3.00	3.00
Stores.		
For drug stores	$ 5 to $25	$ 2 to $25
For liquor stores with bar	15 to 50	10 to 50
For liquor stores without bar	5 to 30	5 to 30
For grocery stores with bar	8 to 30	5 to 30
For all other stores	3 to 25	2 to 25
Urinals.		
For hotels and blocks, with self-closing faucet, each	$5.00	$3.00
For saloons with self-closing faucet, each	5.00	3.00
For stores, without bar, self-closing faucet, each	3.00	1.50
For stores, with bar, self-closing faucet, each	5.00	5.00
For private dwellings	2.00	1.00
For boarding and lodging houses, dormitories and boarding schools with self-closing faucet, each	3.00	2.00
For manufactories	5.00	3.00
For offices and sleeping rooms in blocks	2.00	1.50
Water closets.		
For hotels—each seat	$4.00	$4.00
For saloons—each seat	5.00	4.00
For boarding houses—first seat	4.00	4.00
For boarding houses—each additional seat	2.00	2.00
For private dwellings occupied by one family—first seat	2.00	2.00
For each additional	1.00	1.00
For one water closet used by each additional family	2.00	2.00
For each additional closet used by each additional family	1.00	1.00
For Latrines—each seat or each 3 feet of rail or fraction thereof in addition	4.00	4.00
For manufacturies—each seat	4.00	4.00
For offices or sleeping rooms in blocks—each seat	2.00	2.00
For schools—each seat	4.00	4.00
For stores and churches—each seat	3.00	3.00
Dwelling, blocks or flats—one closet for each additional family	2.00	2.00

STREET RAILWAY REFORMS.

A Correspondent's Views—He Lays Out Some New Routes.

To the Editor of the Morning Herald:

The propositions of the street railway company being under discussion, I would like to make some suggestions respecting reforms and new features proper to be considered, adopted and enforced under any new contract to be formulated by the parties to existing franchises. When the use of electricity is conceded and the company is permitted to extend the Charlotte line to Main street, but one line of cars should be permitted on that avenue. This restriction should be applied to all the leading routes through the city. One line only through Main street. That will solve the problem how to relieve Main street of existing embarrassments and obstructions, in a considerable degree. All the lateral lines of cars, north and south from Main street, should terminate at that street. Thus: South St. Paul street from Main to the sublime south park; North St. Paul to the grand north park, should be separate and distinct lines. North Clinton street line from Main street to a lake terminus, another line; North avenue to the Sea Breeze, another. East Main street from University avenue to city line, another; University avenue one line to west end. Transfer tickets should be given from the Main line to all the laterals. Six tickets should be sold for twenty-five cents, 12 for fifty cents, twenty-five for $1. Rochester patrons of street car lines have been paying war time prices for fares for 30 years. It is full time that these rates were reduced to a level with the prices of essentials and luxuries current in these days.

These are outlines of some requirements that the representatives of the city should insist upon.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Reception to President Hill.

The committee in charge of the arrangements for the reception and banquet to be tendered President Hill of the university of Rochester by the local alumni association at the chamber of commerce on Monday evening has received replies from over one hundred alumni signifying their intention of being present. Most of the guests will be resident alumni, but a few will be in attendance from neighboring places, and some also from New York. The banquet will be under the direction of Teall. There will be handsome floral decorations. Music will be furnished by Meyering. During the evening the election of officers of the association to serve for the ensuing year will take place.

Building Up Business Projects.

Secretary McClintock of the chamber of commerce keeps his eyes open for persons desiring to go into business in Rochester, whether their capital be large or small. In speaking of this branch of his work yesterday the secretary said: "I know now of a man of experience who wishes to join some one in establishing a manufacturing concern here. He has a capital of $5,000 and would like to get a partner with a like amount. The business looks promising and I should be pleased to hear from any one looking for such an opening."

J. G. Cutler for Toastmaster.

The banquet committee of the chamber of commerce has selected James G. Cutler to act as toastmaster at the annual dinner to ge given on Saturday evening, February 8th. Hon. Erastus Wiman has accepted the invitation to address the business men of Rochester at that time. The presence of Mr. Wiman will add much to the enjoyment of the occasion.

Syracuse Iron Works Sold.

SYRACUSE, Jan. 24.—The Syracuse iron works property, which has been in litigation since 1884, was sold to-day on a judgment in favor of the holders of $56,000 worth of the bonds of the assigned company. Charles B. Everson of this city bought the rolling mill proper for $23,000 and the office for $2,000. Charles M. Warner of Jordan and A. A. Howlett of this city bought the horse shoe factory which belonged to the same concern. The rolling mill will be started as a merchant iron mill.

GENESEE.

Another Effort to be Made to Secure Natural Gas for Batavia.

It is quite probable that another effort will be made soon by parties in Batavia and surrounding towns to secure natural gas for Batavia. The first attempt, made two years ago, proved a failure. This time it will be made on the farm of H. D. Fargo, about three miles southeast of Batavia, where gas has been found within three feet of the surface in a field traversed by a small stream, which for quite a distance flows under ground, reappearing it flows about thirty rods and then disappears entirely, showing that the earth is cavernous in that locality. At different places in the stream, gas escaping through crevices in the limerock at the bed causes the water to bubble as if boiling. W. W. Houseman, and H. D. Fargo, two wealthy farmers, are at the head of the enterprise. The former, on being interviewed by a DEMOCRAT AND CHRONICLE correspondent, expressed himself as quite confident that the organization of a company to search for gas would soon be effected. He said that in many places simply by removing about three feet of the upper surface, several crevices could be found on a surface eighteen inches square one of which if covered by a pail with a hole in the bottom would furnish a jet of gas that would burn for a considerable length of time. The gas on being confined gives a hissing sound, denoting pressure. At a meeting this week those interested in putting down a test well, $500 worth of stock was readily subscribed by those present and there are others who have signified their intention to take stock. As soon as $1,500 is secured a stock company will be formed. A driller in Pennsylvania has written that he would like to take stock and put down the well.

The Post-Express.

ROCHESTER, SATURDAY, JAN. 25.

THE WATER RATES.

The executive board has changed the water rates, the change to go into effect on the first of May. It is designed to make the new rates bring in a revenue large enough to meet the expenses of the water works department. Hitherto the city has been furnishing water to those who use it at less than cost; and the general opinion is that that was bad policy.

It is very difficult for any one who has not made a special study of the subject to give an opinion of the change in the schedule of rates; but it seems to us that while the new schedule is better than the old one, it retains to some extent the original fallacy that the city is like a merchant, and should make a distinction between its retail and its wholesale rates of selling water. If the city had a superabundant water supply which it would be so much clear gain to sell, it would be well enough to offer low rates to large consumers and hold out inducements to small consumers to increase the number of their bath tubs and their faucets; but as the case stands, there is no necessity for creating a market and no water to supply an increased demand.

ROCHESTER MORNING HERALD

JANUARY 27, 1890.

WATER AT COST.

The executive board put itself in line with public sentiment when it revised the water rates, making the prices bear a closer relation to the cost of the service, and uniform to all consumers, whether they take 1,000 or 100,000 gallons a day. There never was a good reason why large consumers of water should be supplied at half the cost of service, and the other half put into the general city tax levy. Under the new arrangement each water bill will represent approximately the cost of serving the place for which it is rendered, and the tendency will be to remind those who have been wasteful heretofore that water is not altogether a priceless luxury, and that reasonable economy in its use is not only a private virtue, but a public good. The aggregate of a freeholder's taxes should not be greater under this change, for the city tax budget should be lessened by whatever is the increased receipts from the water service.

COMING TO-DAY.

General Manager Verner of the Street Railway Company Expected.

It is expected that General Manager Verner of the new street railway company will arrive in the city to-day and hereafter take up his permanent residence here. Mr. Verner has the reputation of being one of the best street railway men in the country, and under his management the local service will, doubtless, be all that could be desired. He would have taken charge of the work before this were it not for illness in his family.

Some complaints have recently been made, in a general way, in relation to the company's service, and it has been stated that the supply of horses was being neglected in view of the probable substitution of electricity as a motive power. Regarding this matter John N. Beckley said yesterday: "I do not think the service has deteriorated in any respect since the new company took charge. In many instances—on Main street hill, for instance—we make better time than has ever been made before. If we get the necessary consents, we shall begin the work of improvement as soon as the weather becomes settled — perhaps within six weeks. When the change is affected we shall have something like a thousand horses and 150 bob-tail cars on our hands, to dispose of as best we may. Naturally we do not want to add any more to this 'dead stock' than is necessary. Still, we want to serve the public in all things, and if any defect now exists we will give the matter prompt attention if any person will point it out in a specific manner. We realize that the service now is not what Rochester ought to have, and we propose to use our best endeavors to give the people of this city street car facilities second to none in the country."

HONORING PRESIDENT HILL.

This Evening's Reception by the Local University Alumni.

The reception to President Hill of the university, tendered by the local alumni association, will be held at the chamber of commerce this evening, beginning at half past six o'clock. An hour later the alumni and their guest will sit down to the banquet tables. The menu will consist of nine courses. It is expected that 120 alumni will be [illegible] The following list of toasts has been prepared: "The Occasion," "The New President," "The Board of Trustees," "The University of Rochester," "The Faculty," "The Recent Alumni," "The Theological Seminary," "The Chamber of Commerce." [illegible] names of the [illegible] who will respond to the sentiments cannot be given, as all have not yet accepted the invitation to speak. After the formal toasts a number of impromptu toasts will be responded to. As has already been announced, Joseph O'Connor, '63, editor of the Post-Express, will act as toastmaster.

During the evening the officers of the local association for the ensuing year will be elected.

Business Opportunity.

THERE IS A MAN OF EXPERIENCE IN THE the business who desires to start a manufacturing concern in Rochester. He wants a partner with $5,000 to put with his $5,000. The business looks promising and I should be pleased to hear from any one looking for such an opening.

J. Y. McCLINTOCK,
Sec'y Rochester Chamber of Commerce.

Democrat and Chronicle

JANUARY 28, 1890.

A NEW ADMINISTRATION

Rochester University Alumni Pledge it Their Loyalty.

TRIBUTE TO DR. ANDERSON

Congratulations to Dr. David J. Hill—He Outlines His Policy—Speeches by Other Alumni—The Trustees and Faculty—Election of Officers.

One hundred and twenty-five men who call Rochester University "Alma Mater" sat around the tables in the Chamber of Commerce last night. The midwinter dinner of the local alumni association was the event which called them together. It was a marked success. Every one was enthusiastic, from the gray beards who remember the early days of the University to the undergraduates who were more noisy in their demonstrations.

At 6:30 o'clock the guests began to assemble. Half an hour later most of them were in the hall. An hour was passed very pleasantly in a social way and the dinner was announced. The tables in the main room were set in horseshoe form. They were decorated very handsomely. Half a dozen large silver candelbra glistened in conspicuous places, and smaller candlesticks were scattered freely over the tables. The light was mellowed by tinted shades, producing a very pretty effect. At the bends of the horseshoe large banks of roses were placed. Other handsome floral pieces added to the beauty of the picture. Meyering's Orchestra, seconded by the Glee Club and under-graduates, furnished the music. The last two sang college songs and national airs during the progress of the dinner. They won hearty applause from their elders.

The toast-master, Joseph O'Connor, sat at the head of the table. At his right and left were seated members of the Board of Trustees and Faculty. The president, Dr. Hill and Dr. Kendrick, known to all the alumni as "Kai Gar" were next the toast-master. Among those who sat near were E. O. Sage, J. B. Perkins, Rev. Dr. Strong, Dr. E. M. Moore and M. W. Cooke. The undergraduates and recent alumni occupied seats at the lower end of the tables.

Course after course followed for an hour after the guests sat down. Teall served the dinner and the *menu* was most tempting.

At 10 o'clock James O'Connor called the diners to order. He greeted his fellow alumni. He thought when there was a family so large, so prosperous and so good looking as the one before him no one could be better off than to be in the bosom of it. He would lay down certain rules before assuming his temporary authority. No one should say anything about the feast of reason and flow of soul, on pain of having an orange shied at him. He forbade anyone to say he was "too full for utterance." Any reference to the professor who chose to pass his days in maiden meditation fancy free would not escape unnoticed.

He thought it was proper to say something about the new president and something about that institution which must survive many changes of administration. He thought it was a fitting time for all old alumni to transfer their loyalty from the old to the new administration. He called upon Hon. Francis A. Macomber to respond to the first toast, "The Occasion."

Justice Macomber said: "It is customary, or used to be, I believe, to rise and congratulate ourselves on what a fine body of men we were. I shall not therefore, eulogize any of you. It is a matter of common knowledge that men engaged in the ministry, in the medical profession, in journalism, and in my profession, have risen to prominence."

He then spoke of the new president and said he had reversed the old order of things. It used to be "to be seen and not heard." But last June Dr. Hill was heard and not seen. He referred to the reading of his inaugural address. He said the University had not solicited the alms of the city. It was self-sustaining. It brought about $150,000 a year to the purses of the city. The Justice thought the institution occupied an excellent position—midway between the lakes and the ocean.

"A year or more ago," he continued, "it became a matter of great consideration to the Board of Trustees and the alumni [illegible] head of the institution. [illegible] Anderson was bowing to advancing years and he, too, felt he must have a successor. But that change has been successfully accomplished. And now," turning to Dr. Hill, "we, the alumni of the University of Rochester, here assembled, welcome you as the successor of Dr. Anderson."

The speaker pledged to the new president the hearty support of the alumni and undergraduates. The ardent wish of every alumnus was that Dr. Hill might achieve great success.

Mr. O'Connor said the next toast was the "New President." An old Scotch song, he said, advised you to be off with the old love before you're on with the new. That applied to the love of boys and girls. But there was a love which strengthened and increased with years. Such love the alumni bore for Dr. Anderson. He spoke of the respect which the venerable Doctor would always command. But he said that love in no wise was inconsistent with the loyalty and love which we willingly give his successor. He called upon Dr. David Jayne Hill. The Doctor's appearance was greeted with cheers and a rising salute.

He said: "I wish I could say brethren of the alumni instead of gentlemen of the alumni. I should feel more like attempting the work of Dr. Anderson if that were the case. I am too young to stand in *loco parentis* to many of you, so I shall regard you as brethren.

"I think," he continued, "there has been a great change in the conduct of colleges. The patriarchal system is being abandoned. There is a tendency among men to organize; to become constitutional bodies. The same thing was true of colleges. In the small college a great deal depended on the ability and fidelity of the president. But as the college grew, the paternal feeling was lost. More depended on other things. It would at last make but little difference whether a college had a nominal head, or who he was.

"I am hardly sure how to interpret the sentiment 'The new president.' I hardly know what to say. But what a rich theme I should have should I speak on the old president. But with me it is all new. There is no history. It is all future. But what a future that may be—success or failure!"

He next referred to the character of Rochester alumni and said "I learned of them as a stranger, and not in Rochester. There is a saying that a prophet is without honor save in his own country. But away down in the mountains of Pennsylvania I learned of them. And I was pleased to see so many men with state and national reputations who were alumni.

"There have been changes in colleges. The college which was good in 1800 is not good to-day. The college which was good 1850 would not do to place its stamp on men in 1890. Times change and men change. Colleges must also. His honor, the Judge has hinted at a reformation in the University of Rochester. There is nothing to reform. There is a good deal to add. No one man can formulate the management of such an institution. There must be a division of labor and co-operation of a large number. Although the old college was good enough for us, it will not be good enough for our children, or even for our younger brothers. No matter how famous a college is it will die unless it grows, just as the old College of William and Mary died. That college did not grow. At one time that college outranked Harvard, but it closed every avenue of growth. To-day Harvard is in members and rank the leading American university. William and Mary is in its grave. So we must grow if we would live. Unless we do that we cannot hold the young men."

In closing Dr. Hill thanked the alumni for their warm reception. The University was located in a rich and beautiful city. It had a history of which any one might be proud. He called on all to aid in building up the dear old college. He was glad the alumni had a patron saint; "that the shadow of Martin B. Anderson was cast over and around all of us." He spoke of Dr. Anderson as the patriarch president, whose heart never beat so fondly nor so truly as when he was thinking about the University of Rochester.

In calling for the next toast, "The Board of Trustees," Mr. O'Connor said there is a man who, as he crosses the threshold, brings a burst of sunshine and a feeling of confidence and trust. But that man is just as welcome at a festive gathering as in a sick chamber. He called on Dr. E. M. Moore, Sr., saying he represented all that was best in the management of the University.

Dr. Moore hoped the career of the University would be brighter than that of the past. That meant money, money, money. He thought the citizens of Rochester had not fully appreciated the University. It was the finish to the educational system of the city. The Doctor could recollect a good ways back in the history of the University. He could remember before it was born—when it was in the embryo state. He said there were jealousies attendant upon the first formation of the institution. It was not accomplished at first. But the feeling grew and shortly it was an assured fact. The early teachers recognized an important fact sometimes overlooked that it was not the building but the men who taught that made a university. A small sum of money was all that could be raised at first. But when the University was once founded the men of the denomination felt bound to carry it through. The excellent management of Mr. Sage did much for the young institution. His excellent management kept expenses down. The Doctor spoke of the old hotel which the University first occupied. This was the beginning. When Dr. Anderson came he put his whole life into it. He has passed on. One life has gone with the institution and another has come.

"The University of Rochester" was the next regular toast. J. Breck Perkins responded. In introducing him Mr. O'Connor said the speaker had attained a high record in college, a high position in an arduous [illegible] and French.

Mr. Perkins said the position of a university depended on its alumni as well as on its professors and undergraduates. He asked what was the most important work of a university—on what did it rest chiefly? He thought it was to stand for literature and letters. He did not mean a dull array of facts but rather all that made life here enjoyable and pleasant. The position of a university did not rest on the natural success of its alumni. A university should teach its students to stand everywhere for the development of society and for ideas which were progressive. Every intelligent man recognizes that the development of the world has been carried on through ages. Political and social development has been slow. No one should be discouraged because there seems to be no development. One hundred and twenty-five years ago people might think that corruption in the English Parliament was irremediable. But now there is no suspicion of corruption there. The ideas of development and progress are just as sure to succeed as the sun is to rise to-morrow. "We feel" said he "that the University of Rochester will in the future be as successful as in the past. That it will always stand for human progress."

Professor William C. Morey was the next speaker. His subject was "The Faculty" one of perennial interest to the alumni, he supposed. He spoke of the spirit of the Faculty during the time between the administrations. It was for reform. Reform was thick. You could cut it. Courses of study were to be reformed, the sites of the new dormitories were marked out and the recitation hours were to be extended—"even to Sunday if necessary." The college was to have a base ball club which could rattle anything this side of Boston. This called forth applause from the undergraduates.

"There may be a tendency," said the Professor, "on the part of the educated men to stand aloof. They may consider themselves a kind of aristocracy and think they should not mingle with the common men. But the great object of literature and education is its effect on life. Perhaps the contact of education with life was illustrated no more forcibly than in journalism. The legal profession came in contact with life and men. Other professions came in contact with practical affairs of life. The members had an excellent opportunity to show the effect of education on life. The teacher was more isolated. He sat behind his books. Every man should test himself and find out how much his education contributed to his powers. He heartily endorsed the ideas laid down by President Hill. As the plans of the present were different from those of the past, so the preparation of the man of to-day differs from the preparation of the man of the past.

John B. M. Stephens responded for "The Recent Alumni." Mr. O'Connor said the future of the University was largely in the hands of its young men. Mr. Stephens's remarks contained a number of allusions to college life which were greeted with applause. He asked if anything better could be done than to pledge the same loyalty and love which had been given to Father Anderson to Step-father Hill. He pledged the support of the recent alumni to the institution.

Dr. A. H. Strong spoke on "The Theological Seminary." Mr. O'Connor said the seminary had always, since Dr. Strong had been at its head, been in cordial sympathy with the university.

Dr. Strong said: "Some people thought theological seminaries hindered progress. Some kinds of progress should be hindered. I am glad theology and metaphysics are hindrances then. When I hear a man advocating unlimited divorce I am glad; theology argues against it. When I see a murderer obtaining sympathy I am glad; there is something to step in and say that the state has some rights. Theology is nothing but a science of a nature better than our own. It puts us on our guard against long-haired men and short-haired women. When I hear men arguing in favor of socialism, claiming that it will abolish selfishness and wrong, I am exceedingly glad that theology and metaphysics can prove that evils will exist just as long as human nature exists. Metaphysics and theology lead to safe progress. I do not believe either metaphysics or theology are not progressive. To be sure they deal with unchanging truths. But these unchanging truths are the motors of progress. They need to be reiterated and asserted in new forms. The pulpit, proclaiming these truths, is a great motor in social progress." In closing, Dr. Strong commended Dr. Hill's views of education. He further commended his candid and progressive spirit. The University had always been a right arm of strength to the Seminary. Dr. Strong pledged the Seminary to aid the University. He thought the University had always been a center of light to the city. The institution exerted a great influence for progress. He wished long life and health and success to President Hill.

Mr. O'Connor said the Chamber of Commerce had done a great deal for the city during the last two years. He called on L. P. Ross, president of the Chamber of Commerce, to r[illegible] for that organization. [illegible] He spoke as follows:

"We of the Chamber of Commerce are a part of that vast army which is striving to do well the work of the world. We have banded ourselves together to work more effectively to make our beautiful city one of the great commercial cities of the world. Not solely to accumulate wealth, but to secure for our city all the comforts the culture and the intellectual and material growth that follow in the train of commercial prosperity. We aim to help to elevate and make still more honerable all the various pursuits of commerce and manufacture. We aim to guard our community against all impositions of outside trusts, corporations or individuals that would transfer or curtail our production or the distribution of the same. We aim to disseminate among our people that broad and comprehensive knowledge of the wants of the world which will enable them to comprehend, anticipate and meet such wants. We aim to assist by our advice and support all reforms in our municipal government which will tend to produce an honest [illegible] our municipal affairs. We [illegible] needed improvements [illegible] to add to the health and sanitary welfare of our people, and whose effect is to [illegible] beautiful and attractive for [illegible]

[illegible] expecting that they will be as loyal, as [illegible] true to the new President as they have always been to me.

"M. B. ANDERSON."

M. W. Cooke was called on to respond for Dr. Anderson." He said: "While I have been sitting here and thinking of the aged man lying on his sick bed I have been thinking of his work. I do not feel inclined to dwell upon his success. I could not add to his reputation or to your respect for him. But the features of his character which have been impressed upon me since he has left the University are his self sacrifice and devotion to the University. It is not the brilliancy of his triumph; not the walks of learning which he has illumined but that warmth with which he tended the institution when it was young of which I would speak. I never knew a man who exhibited here in our midst greater self sacrifice, who had a bigger heart and a warmer sympathy for fellow man than Dr. Anderson. That tells the whole story. Those are my feelings at this time. I am proud to know that there is not an alumnus who does not have the best wishes of Dr. Anderson. I congratulate our new president on the foundation on which he has to build. When he looks out on the future from this point I don't wonder that he says what he has. Let me say that Dr. Anderson or we of the alumni never received a greater compliment than that Dr. Hill paid last June. I believe there never was a time when the alumni of the institution were so devoted as at present. The alumni will stand by the new president and the new administration as firmly as by the old."

Mr. Cooke read the following dispatch, which the alumni enthusiastically voted to send Dr. Anderson:

Martin B. Anderson, LL. D., Lake Helen, Fla.:
While greeting your successor as president of the University to-night, 125 of your loyal sons remember you and Mrs. Anderson with great affection and we wish to express our profound sympathy in your sickness. This was voted with great enthusiasm. JOSEPH O'CONNOR,
Toastmaster.

The party tendered the Chamber of Commerce a vote of thanks for the use of its rooms. After a few remarks by the toastmaster the guests separated.

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THE UNION AND ADVERTISER

ROCHESTER, N. Y., JAN. 28, 1890.

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Flour City
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The Post-Express.

ROCHESTER, SATURDAY, JAN. 25.

THE WATER RATES.

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ROCHESTER MOR...

JANUARY ...

WATER AT...

The executive boar... with public sentimen... the water rates, maki... a closer relation to th... vice, and uniform ... whether they take ... gallons a day. There... reason why large co... should be supplied ... service, and the othe... general city tax lev... arrangement each w... sent approximately ... the place for which ... the tendency will b... who have been wast... water is not altog... luxury, and that re... in its use is not only ... but a public good. ... freeholder's taxes sh... under this change, ... budget should be les... is the increased rece... service.

COM...

General Manage... Railway C...

It is expected ... Verner of the n... pany will arrive ... hereafter take ... dence here. Mr ... tation of being ... railway men in ... his manageme... doubtless, be a... He would ha... work before thi... in his family.

Some compla... made, in a gene... the company's s... stated that the s... ing neglected in ... substitution of ... power. Regardi... Beckley said ... do not think ... deteriorated in ... new company ... instances—on ... stance—we mak... ever been made ... necessary conse... work of improv... weather beco... haps within ... the change ... shall have some ... horses and 150 ... hands, to dispose ... Naturally we do ... more to this 'dea... sary. Still, we w... in all things, an... ists we will give ... tention if any pe... in a specific man... the service now ... ought to have, a... our best endeavo... this city street ... none in the coun...

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THERE IS A MAN OF EXPERIENCE IN THE business who desires to start a manufacturing concern in Rochester. He wants a partner with $5,000 to put with his $5,000. The business looks promising and I should be pleased to hear from any one looking for such an opening.
J. Y. McCLINTOCK,
Sec'y Rochester Chamber of Commerce.

Democrat and Chronicle

... He then spoke of the new president and said he had reversed the old order of things. It used to be "to be seen and not heard." But last June Dr. Hill was heard and not seen. He referred to the reading of his inaugural address. He said the University had not solicited the alms of the city. It was self-sustaining. It brought about $150,000 a year to the purses of the city. The Justice thought the institution occupied an excellent position—midway between the lakes and the ocean.

"A year or more ago," he continued, "it became a matter of great consideration to the Board of Trustees and the alumni

... Anderson was bowing to advancing years and he, too, felt he must have a successor. But that change has been successfully accomplished. And now," turning to Dr. Hill, "we, the alumni of the University of Rochester, here assembled, welcome you as the successor of Dr. Anderson."

The speaker pledged to the new president the hearty support of the alumni and undergraduates. The ardent wish of every alumnus was that Dr. Hill might achieve great success.

Mr. O'Connor said the next toast was the "New President." An old Scotch song, he said, advised you to be off with the old love before you're on with the new. That applied to the love of boys and girls. But there was a love which strengthened and increased with years. Such love the alumni bore for Dr. Anderson. He spoke of the respect which the venerable Doctor would always command. But he said that love in no wise was inconsistent with the loyalty and love which we willingly give his successor. He called upon Dr. David Jayne Hill. The Doctor's appearance was greeted with cheers and a rising salute.

He said: "I wish I could say brethren of the alumni instead of gentlemen of the alumni. I should feel more like attempting the work of Dr. Anderson if that were the case. I am too young to stand in *loco parentis* to many of you, so I shall regard you as ...

... for the young institution. His excellent management kept expenses down. The Doctor spoke of the old hotel which the University first occupied. This was the beginning. When Dr. Anderson came he put his whole life into it. He has passed on. One life has gone with the institution and another has come.

"The University of Rochester" was the next regular toast. J. Breck Perkins responded. In introducing him Mr. O'Connor said the speaker had attained a high record in college, a high position in an ... and French. Mr. Perkins ... the position of a university depended on its alumni as well as on its professors and undergraduates. He asked what was the most important work of a university—on what did it rest chiefly? He thought it was to stand for literature and letters. He did not mean a dull array of facts but rather all that made life here enjoyable and pleasant. The position of a university did not rest on the natural success of its alumni. A university should teach its students to stand everywhere for the development of society and for ideas which were progressive. Every intelligent man recognizes that the development of the world has been carried on through ages. Political and social development has been slow. No one should be discouraged because there seems to be no development. One hundred and twenty-five years ago people might think that corruption in the English Parliament was irremediable. But now there is no suspicion of corruption there. The ideas of development and progress are just as sure to succeed as the sun is to rise to-morrow. "We feel" said he "that the University of Rochester will in the future be as successful as in the past. That it will always stand for human progress."

Professor William C. Morey was the next speaker. His subject was "The Faculty" one of perennial interest to the alumni, he supposed. He spoke of the spirit of the Faculty during the time between the administrations. It was for reform. Reform was thick. You could cut it. Courses of study were to be reformed, the sites of the new dormitories were marked out and the recitation hours were to be extended—"even to Sunday if necessary." The college was to have a base ball club which could rattle anything this side of Boston. This called forth applause from the undergraduates.

"There may be a tendency," said the Professor, "on the part of the educated men to stand aloof. They may consider themselves a kind of aristocracy and think they should not mingle with the common men. But the great object of literature and education is its effect on life. Perhaps the contact of education with life was illustrated no more forcibly than in journalism. The legal profession came in contact with life and men. Other professions came in contact with practical affairs of life. The members had an excellent opportunity to show the effect of education on life. The teacher was more isolated. He sat behind his books. Every man should test himself and find out how much his education contributed to his powers. He heartily endorsed the ideas laid down by President Hill. As the plans of the present were different from those of the past, so the preparation of the man of to-day differs from the preparation of the man of the past.

John B. M. Stephens responded for "The Recent Alumni." Mr. O'Connor said the future of the University was largely in the hands of its young men. Mr. Stephens's remarks contained a number of allusions to college life which were greeted with applause. He asked if anything better could be done than to pledge the same loyalty and love which had been given to Father Anderson to Step-father Hill. He pledged the support of the recent alumni to the institution.

Dr. A. H. Strong spoke on "The Theological Seminary." Mr. O'Connor said the seminary had always, since Dr. Strong had been at its head, been in cordial sympathy with the university.

Dr. Strong said: "Some people thought theological seminaries hindered progress. Some kinds of progress should be hindered. I am glad theology and metaphysics are hindrances then. When I hear a man advocating unlimited divorce I am glad; theology argues against it. When I see a murderer obtaining sympathy I am glad; there is something to step in and say that the state has some rights. Theology is nothing but a science of a nature better than our own. It puts us on our guard against long-haired man and short-haired women. When I hear men arguing in favor of socialism, claiming that it will abolish selfishness and wrong, I am exceedingly glad that theology and metaphysics can prove that evils will exist just as long as human nature exists. Metaphysics and theology lead to safe progress. I do not believe either metaphysics or theology are not progressive. To be sure they deal with unchanging truths. But these unchanging truths are the motors of progress. They need to be reiterated and asserted in new forms. The pulpit, proclaiming these truths, is a great motor in social progress." In closing, Dr. Strong commended Dr. Hill's views of education. He further commended his candid and progressive spirit. The University had always been a right arm of strength to the Seminary. Dr. Strong pledged the Seminary to aid the University. He thought the University had always been a center of light to the city. The institution exerted a great influence for progress. He wished long life and health and success to President Hill.

Mr. O'Connor said the Chamber of Commerce had done a great deal for the city during the last two years. He called on L. P. Ross, president of the Chamber of Commerce, to ... for that organization. ... He spoke as follows: ...

"We of the Chamber of Commerce are a part of that vast army which is striving to do well the work of the world. We have banded ourselves together to work more effectively to make our beautiful city one of the great commercial cities of the world. Not solely to accumulate wealth, but to secure for our city all the comforts the culture and the intellectual and material growth that follow in the train of commercial prosperity. We aim to help to elevate and make still more honorable all the various pursuits of commerce and manufacture. We aim to guard our community against all impositions of outside trusts, corporations or individuals that would transfer or curtail our production or the distribution of the same. We aim to disseminate among our people that broad and comprehensive knowledge of the wants of the world which will enable them to comprehend, anticipate and meet such wants. We aim to assist by our advice and support all reforms in our municipal government which will tend to produce an honest, ... administration of our municipal affairs. We aim to advocate all needed improvements whose effect is to add to the health and sanitary welfare of our people and whose effect is to make our city beautiful and attractive for ...

... that they will be as loyal, as true to the new President as they have always been to me.
"M. B. ANDERSON."

M. W. Cooke was called on to respond for Dr. Anderson." He said: "While I have been sitting here and thinking of the aged man lying on his sick bed I have been thinking of his work. I do not feel inclined to dwell upon his success. I could not add to his reputation or to your respect for him. But the features of his character which have been impressed upon me since he has left the University are his self sacrifice and devotion to the University. It is not the brilliancy of his triumph; not the walks of learning which he has illumined but that warmth with which he tended the institution when it was young of which I would speak. I never knew a man who exhibited here in our midst greater self sacrifice, who had a bigger heart and a warmer sympathy for fellow man than Dr. Anderson. That tells the whole story. Those are my feelings at this time. I am proud to know that there is not an alumnus who does not have the best wishes of Dr. Anderson. I congratulate our new president on the foundation on which he has to build. When he looks out on the future from this point I don't wonder that he says what he has. Let me say that Dr. Anderson or we of the alumni never received a greater compliment than that Dr. Hill paid last June. I believe there never was a time when the alumni of the institution were so devoted as at present. The alumni will stand by the new president and the new administration as firmly as by the old."

Mr. Cooke read the following dispatch, which the alumni enthusiastically voted to send Dr. Anderson:

Martin B. Anderson, LL. D., Lake Helen, Fla.:
While greeting your successor as president of the University to-night, 125 of your loyal sons remember you and Mrs. Anderson with great affection and we wish to express our profound sympathy in your sickness. This was voted with great enthusiasm. JOSEPH O'CONNOR, Toastmaster.

The party tendered the Chamber of Commerce a vote of thanks for the use of its rooms. After a few remarks by the toastmaster the guests separated.

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ROCHESTER MORNING HERALD

JANUARY 27, 1890.

WATER AT COST.

The executive board put itself in line with public sentiment when it revised the water rates, making the prices bear a closer relation to the cost of the service, and uniform to all consumers, whether they take 1,000 or 100,000 gallons a day. There never was a good reason why large consumers of water should be supplied at half the cost of service, and the other half put into the general city tax levy. Under the new arrangement each water bill will represent approximately the cost of serving the place for which it is rendered, and the tendency will be to remind those who have been wasteful heretofore that water is not altogether a priceless luxury, and that reasonable economy in its use is not only a private virtue, but a public good. The aggregate of a freeholder's taxes should not be greater under this change, for the city tax budget should be lessened by whatever is the increased receipts from the water service.

COMING TO-DAY.

General Manager Verner of the Street Railway Company Expected.

It is expected that General Manager Verner of the new street railway company will arrive in the city to-day and hereafter take up his permanent residence here. Mr. Verner has the reputation of being one of the best street railway men in the country, and under his management the local service will, doubtless, be all that could be desired. He would have taken charge of the work before this were it not for illness in his family.

Some complaints have recently been made, in a general way, in relation to the company's service, and it has been stated that the supply of horses was being neglected in view of the probable substitution of electricity as a motive power. Regarding this matter John N. Beckley said yesterday: "I do not think the service has deteriorated in any respect since the new company took charge. In many instances—on Main street hill, for instance—we make better time than has ever been made before. If we get the necessary consents, we shall begin the work of improvement as soon as the weather becomes settled — perhaps within six weeks. When the change is affected we shall have something like a thousand horses and 150 bob-tail cars on our hands, to dispose of as best we may. Naturally we do not want to add any more to this 'dead stock' than is necessary. Still, we want to serve the public in all things, and if any defect now exists we will give the matter prompt attention if any person will point it out in a specific manner. We realize that the service now is not what Rochester ought to have, and we propose to use our best endeavors to give the people of this city street car facilities second to none in the country."

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Democrat and Chronicle

JANUARY 28, 1890.

A NEW ADMINISTRATION

Rochester University Alumni Pledge it Their Loyalty.

TRIBUTE TO DR. ANDERSON

Congratulations to Dr. David J. Hill—He Outlines His Policy—Speeches by Other Alumni—The Trustees and Faculty—Election of Officers.

One hundred and twenty-five men who call Rochester University "Alma Mater" sat around the tables in the Chamber of Commerce last night. The midwinter dinner of the local alumni association was the event which called them together. It was a marked success. Every one was enthusiastic, from the gray beards who remember the early days of the University to the undergraduates who were more noisy in their demonstrations.

At 6:30 o'clock the guests began to assemble. Half an hour later most of them were in the hall. An hour was passed very pleasantly in a social way and the dinner was announced. The tables in the main room were set in horseshoe form. They were decorated very handsomely. Half a dozen large silver candelbra glistened in conspicuous places, and smaller candlesticks were scattered freely over the tables. The light was mellowed by tinted shades, producing a very pretty effect. At the bends of the horseshoe large banks of roses were placed. Other handsome floral pieces added to the beauty of the picture. Meyering's Orchestra, seconded by the Glee Club and under-graduates, furnished the music. The last two sang college songs and national airs during the progress of the dinner. They won hearty applause from their elders.

The toast-master, Joseph O'Connor, sat at the head of the table. At his right and left were seated members of the Board of Trustees and Faculty. The president, Dr. Hill and Dr. Kendrick, known to all the alumni as "Kai Gar" were next the toast-master. Among those who sat near were E. O. Sage, J. B. Perkins, Rev. Dr. Strong, Dr. E. M. Moore and M. W. Cooke. The undergraduates and recent alumni occupied seats at the lower end of the tables.

Course after course followed for an hour after the guests sat down. Teall served the dinner and the menu was most tempting.

At 10 o'clock James O'Connor called the diners to order. He greeted his fellow alumni. He thought when there was a family so large, so prosperous and so good looking as the one before him no one could be better off than to be in the bosom of it. He would lay down certain rules before assuming his temporary authority. No one should say anything about the feast of reason and flow of soul, on pain of having an orange shied at him. He forbade anyone to say he was "too full for utterance." Any reference to the professor who chose to pass his days in maiden meditation fancy free would not escape unnoticed.

He thought it was proper to say something about the new president and something about that institution which must survive many changes of administration. He thought it was a fitting time for all old alumni to transfer their loyalty from the old to the new administration. He called upon Hon. Francis A. Macomber to respond to the first toast, "The Occasion."

Justice Macomber said: "It is customary, or used to be, I believe, to rise and congratulate ourselves on what a fine body of men we were. I shall not therefore, eulogize any of you. It is a matter of common knowledge that men engaged in the ministry, in the medical profession, in journalism, and in my profession, have risen to prominence."

He then spoke of the new president and said he had reversed the old order of things. It used to be "to be seen and not heard." But last June Dr. Hill was heard and not seen. He referred to the reading of his inaugural address. He said the University had not solicited the alms of the city. It was self-sustaining. It brought about $150,000 a year to the purses of the city. The Justice thought the institution occupied an excellent position—midway between the lakes and the ocean.

"A year or more ago," he continued, "it became a matter of great consideration to the Board of Trustees and the alumni [illegible] Dr. Anderson was bowing to advancing years and he, too, felt he must have a successor. But that change has been successfully accomplished. And now," turning to Dr. Hill, "we, the alumni of the University of Rochester, here assembled, welcome you as the successor of Dr. Anderson."

The speaker pledged to the new president the hearty support of the alumni and undergraduates. The ardent wish of every alumnus was that Dr. Hill might achieve great success.

Mr. O'Connor said the next toast was the "New President." An old Scotch song, he said, advised you to be off with the old love before you're on with the new. That applied to the love of boys and girls. But there was a love which strengthened and increased with years. Such love the alumni bore for Dr. Anderson. He spoke of the respect which the venerable Doctor would always command. But he said that love in no wise was inconsistent with the loyalty and love which we willingly give his successor. He called upon Dr. David Jayne Hill. The Doctor's appearance was greeted with cheers and a rising salute.

He said: "I wish I could say brethren of the alumni instead of gentlemen of the alumni. I should feel more like attempting the work of Dr. Anderson if that were the case. I am too young to stand in *loco parentis* to many of you, so I shall regard you as brethren.

"I think," he continued, "there has been a great change in the conduct of colleges. The patriarchal system is being abandoned. There is a tendency among men to organize; to become constitutional bodies. The same thing was true of colleges. In the small college a great deal depended on the ability and fidelity of the president. But as the college grew, the paternal feeling was lost. More depended on other things. It would at last make but little difference whether a college had a nominal head, or who he was.

"I am hardly sure how to interpret the sentiment 'The new president.' I hardly know what to say. But what a rich theme I should have should I speak on the old president. But with me it is all new. There is no history. It is all future. But what a future that may be—success or failure!"

He next referred to the character of Rochester alumni and said "I learned of them as a stranger, and not in Rochester. There is a saying that a prophet is without honor save in his own country. But away down in the mountains of Pennsylvania I learned of them. And I was pleased to see so many men with state and national reputations who were alumni.

"There have been changes in colleges. The college which was good in 1800 is not good to-day. The college which was good 1850 would not do to place its stamp on men in 1890. Times change and men change. Colleges must also. His honor, the Judge has hinted at a reformation in the University of Rochester. There is nothing to reform. There is a good deal to add. No one man can formulate the management of such an institution. There must be a division of labor and co-operation of a large number. Although the old college was good enough for us, it will not be good enough for our children, or even for our younger brothers. No matter how famous a college is it will die unless it grows, just as the old College of William and Mary died. That college did not grow. At one time that college outranked Harvard, but it closed every avenue of growth. To-day Harvard is in members and rank the leading American university. William and Mary is in its grave. So we must grow if we would live. Unless we do that we cannot hold the young men."

In closing Dr. Hill thanked the alumni for their warm reception. The University was located in a rich and beautiful city. It had a history of which any one might be proud. He called on all to aid in building up the dear old college. He was glad the alumni had a patron saint; "that the shadow of Martin B. Anderson was cast over and around all of us." He spoke of Dr. Anderson as the patriarch president, whose heart never beat so fondly nor so truly as when he was thinking about the University of Rochester.

In calling for the next toast, "The Board of Trustees," Mr. O'Connor said there is a man who, as he crosses the threshold, brings a burst of sunshine and a feeling of confidence and trust. But that man is just as welcome at a festive gathering as in a sick chamber. He called on Dr. E. M. Moore, Sr., saying he represented all that was best in the management of the University.

Dr. Moore hoped the career of the University would be brighter than that of the past. That meant money, money, money. He thought the citizens of Rochester had not fully appreciated the University. It was the finish to the educational system of the city. The Doctor could recollect a good ways back in the history of the University. He could remember before it was born—when it was in the embryo state. He said there were jealousies attendant upon the first formation of the institution. It was not accomplished at first. But the feeling grew and shortly it was an assured fact. The early teachers recognized an important fact sometimes overlooked that it was not the building but the men who taught that made a university. A small sum of money was all that could be raised at first. But when the University was once founded the men of the denomination felt bound to carry it through. The excellent management of Mr. Sage did much for the young institution. His excellent management kept expenses down. The Doctor spoke of the old hotel which the University first occupied. This was the beginning. When Dr. Anderson came he put his whole life into it. He has passed on. One life has gone with the institution and another has come.

"The University of Rochester" was the next regular toast. J. Breck Perkins responded. In introducing him Mr. O'Connor said the speaker had attained a high record in college, a high position in an [illegible] and French. Mr. Perkins said the position of a university depended on its alumni as well as on its professors and undergraduates. He asked what was the most important work of a university—on what did it rest chiefly? He thought it was to stand for literature and letters. He did not mean a dull array of facts but rather all that made life here enjoyable and pleasant. The position of a university did not rest on the natural success of its alumni. A university should teach its students to stand everywhere for the development of society and for ideas which were progressive. Every intelligent man recognizes that the development of the world has been carried on through ages. Political and social development has been slow. No one should be discouraged because there seems to be no development. One hundred and twenty-five years ago people might think that corruption in the English Parliament was irremediable. But now there is no suspicion of corruption there. The ideas of development and progress are just as sure to succeed as the sun is to rise to-morrow. "We feel" said he "that the University of Rochester will in the future be as successful as in the past. That it will always stand for human progress."

Professor William C. Morey was the next speaker. His subject was "The Faculty" one of perennial interest to the alumni, he supposed. He spoke of the spirit of the Faculty during the time between the administrations. It was for reform. Reform was thick. You could cut it. Courses of study were to be reformed, the sites of the new dormitories were marked out and the recitation hours were to be extended—"even to Sunday if necessary." The college was to have a base ball club which could rattle anything this side of Boston. This called forth applause from the undergraduates.

"There may be a tendency," said the Professor, "on the part of the educated men to stand aloof. They may consider themselves a kind of aristocracy and think they should not mingle with the common men. But the great object of literature and education is its effect on life. Perhaps the contact of education with life was illustrated no more forcibly than in journalism. The legal profession came in contact with life and men. Other professions came in contact with practical affairs of life. The members had an excellent opportunity to show the effect of education on life. The teacher was more isolated. He sat behind his books. Every man should test himself and find out how much his education contributed to his powers. He heartily endorsed the ideas laid down by President Hill. As the plans of the present were different from those of the past, so the preparation of the man of to-day differs from the preparation of the man of the past.

John B. M. Stephens responded for "The Recent Alumni." Mr. O'Connor said the future of the University was largely in the hands of its young men. Mr. Stephens's remarks contained a number of allusions to college life which were greeted with applause. He asked if anything better could be done than to pledge the same loyalty and love which had been given to Father Anderson to Step-father Hill. He pledged the support of the recent alumni to the institution.

Dr. A. H. Strong spoke on "The Theological Seminary." Mr. O'Connor said the seminary had always, since Dr. Strong had been at its head, been in cordial sympathy with the university.

Dr. Strong said: "Some people thought theological seminaries hindered progress. Some kinds of progress should be hindered. I am glad theology and metaphysics are hindrances then. When I hear a man advocating unlimited divorce I am glad; theology argues against it. When I see a murderer obtaining sympathy I am glad; there is something to step in and say that the state has some rights. Theology is nothing but a science of a nature better than our own. It puts us on our guard against long-haired men and short-haired women. When I hear men arguing in favor of socialism, claiming that it will abolish selfishness and wrong, I am exceedingly glad that theology and metaphysics can prove that evils will exist just as long as human nature exists. Metaphysics and theology lead to safe progress. I do not believe either metaphysics or theology are not progressive. To be sure they deal with unchanging truths. But these unchanging truths are the motors of progress. They need to be reiterated and asserted in new forms. The pulpit, proclaiming these truths, is a great motor in social progress." In closing, Dr. Strong commended Dr. Hill's views of education. He further commended his candid and progressive spirit. The University had always been a right arm of strength to the Seminary. Dr. Strong pledged the Seminary to aid the University. He thought the University had always been a center of light to the city. The institution exerted a great influence for progress. He wished long life and health and success to President Hill.

Mr. O'Connor said the Chamber of Commerce had done a great deal for the city during the last two years. He called on L. P. Ross, president of the Chamber of Commerce, to r[illegible] organization. He spoke as follows:

"We of the Chamber of Commerce are a part of that vast army which is striving to do well the work of the world. We have banded ourselves together to work more effectively to make our beautiful city one of the great commercial cities of the world. Not solely to accumulate wealth, but to secure for our city all the comforts the culture and the intellectual and material growth that follow in the train of commercial prosperity. We aim to help to elevate and make still more honerable all the various pursuits of commerce and manufacture. We aim to guard our community against all impositions of outside trusts, corporations or individuals that would transfer or curtail our production or the distribution of the same. We aim to disseminate among our people that broad and comprehensive knowledge of the wants of the world which will enable them to comprehend, anticipate and meet such wants. We aim to assist by our advice and support all reforms in our municipal government which will tend to produce an honest, [illegible] administration of our municipal affairs. We [illegible] ... add to the health and sanitary welfare of our people, and whose effect is to make our city beautiful and attractive for [illegible]

[illegible] that they will be as loyal, as [illegible] as true to the new President as they have always been to me.

"M. B. ANDERSON."

M. W. Cooke was called on to respond for Dr. Anderson." He said: "While I have been sitting here and thinking of the aged man lying on his sick bed I have been thinking of his work. I do not feel inclined to dwell upon his success. I could not add to his reputation or to your respect for him. But the features of his character which have been impressed upon me since he has left the University are his self sacrifice and devotion to the University. It is not the brilliancy of his triumph; not the walks of learning which he has illumined but that warmth with which he tended the institution when it was young of which I would speak. I never knew a man who exhibited here in our midst greater self sacrifice, who had a bigger heart and a warmer sympathy for fellow man than Dr. Anderson. That tells the whole story. Those are my feelings at this time. I am proud to know that there is not an alumnus who does not have the best wishes of Dr. Anderson. I congratulate our new president on the foundation on which he has to build. When he looks out on the future from this point I don't wonder that he says what he has. Let me say that Dr. Anderson or we of the alumni never received a greater compliment than that Dr. Hill paid last June. I believe there never was a time when the alumni of the institution were so devoted as at present. The alumni will stand by the new president and the new administration as firmly as by the old."

Mr. Cooke read the following dispatch, which the alumni enthusiastically voted to send Dr. Anderson:

Martin B. Anderson, LL. D., Lake Helen, Fla.:
While greeting your successor as president of the University to-night, 125 of your loyal sons remember you and Mrs. Anderson with great affection and we wish to express our profound sympathy in your sickness. This was voted with great enthusiasm. JOSEPH O'CONNOR, Toastmaster.

The party tendered the Chamber of Commerce a vote of thanks for the use of its rooms. After a few remarks by the toastmaster the guests separated.

During the evening a permanent organization was formed. It will be known as the Local Alumni Association. Officers were elected as follows: President, Ira L. Otis; vice-president, Hon. Walter S. Hubbell; secretary and treasurer, E. C. Denton.

Among the guests from out of the city were Dr. Malcolm MacVicar, president of the Toronto Seminary, John M. Milne, principal of the Geneseo Normal School, C. P. H. Varry, Newark, W. E. Dana, Avon, W. E. Prentice, Batavia.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., JAN. 28, 1890.

THE FINANCES OF ROCHESTER.

The UNION is indebted to Mr. Frank J. Amsden for the following interesting and important statement of the moneyed institutions of Rochester, banks of discount and savings banks, by decades beginning with the year 1860, just before the war of the rebellion, together with an estimate of the value of business done by those organizations of recent origin, the Loan Associations.

It will be seen that the banks of deposit are the same in number now as in 1860, and that while their capital is less, their capital and surplus combined show an increase. Up to 1880 the growth of the business of the banks was moderate, but since that date it has been remarkable, as the tables attest. The savings banks also manifest kindred progress. Their reports show them to be in a very satisfactory condition. All our banks are a credit to the city, and act well their part in its advancement and prosperity.

In the last decade there h[as] sprung up a new class of savings institu[tions], the Loan Associations, whose numbers are great and operations marvelous. Well managed, as they appear to have been, they are instruments for the accomplishment of much good, both in furnishing an incentive for saving and in educating the masses in finances. There is no doubt that through them many citizens have been enabled to secure and pay for homes, who, without them, would have squandered their means over and above their requirements for support. It is hoped that conservatism will continue to characterize their management. The fact that notwithstanding the large aggregate of the transactions of the Loan Associations the deposits of the Savings Banks have constantly increased, is significant.

The exhibit made of the capital, surplus, deposits, and loans of our moneyed institution, is so clear in detail and summary as to render any recapitulation here unnecessary, and is most gratifying and assuring in the advance it shows for the deposits and business of the last ten years as compared with previous decades:

BANKS.
1860.

BANKS.
Traders
Union
Monroe
City
Flour City
Farmers & Mechanics
Commercial
Perrin
Rochester
Total

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

	Capital.	Surplus.	Deposits.	Loans.
Rochester Banks	$2,000,000 00	$1,150,000 00	$4,000,000 00	$7,000,000 00
Monroe Banks	1,150,000 00	1,250,000 00	648,000 00	1,700,000 00
Mechanics' Banks	1,250,000 00	648,000 00	1,700,000 00	3,000,000 00
East Side Banks	1,650,000 00	1,700,000 00	3,000,000 00	5,000,000 00
Total	$7,050,000 00	$4,748,000 00	$9,348,000 00	$16,700,000 00

SUMMARY.

Year.	Assets.	Deposits.	Loans.	Surplus.
1860	$ 3,007,438 57	$ 2,004,312 94	$ 1,836,227 00	$ 3,100 00
1870	7,276,407 00	5,996,706 61	4,007,216 03	21,772 45
1880	11,138,139 13	12,802,626 00	6,495,858 75	1,950,203 19
1890	27,382,391 43	23,968,307 24	13,940,679 32	3,236,227 00

1870.

BANKS.	Capital.	Surplus.	Profits.	Deposits.	Loans.
Flour City National	$150,000 00	$150,000 00	$18,615 94	170,000 94	225,592 75
Traders' National	300,000 00	300,000 00	34,219 93	304,222 33	621,540 00
Commercial National	300,000 00	300,000 00	19,031 01	330,006 13	391,815 23
City Bank	100,000 00	50,000 00	27,160 00	65,259 00	231,145 00
Bank of Rochester	100,000 00	50,000 00	14,991 73	105,739 96	231,730 74
Bank of Monroe	200,000 00	200,000 00	25,698 37	260,739 38	12,952 09
Total	$1,250,000 00	$1,050,000 00	$139,717 98	$1,236,964 41	$1,694,284 96

1880.

BANKS.	Capital.	Surplus.	Profits.	Deposits.	Loans.
Flour City National	$250,000 00	$250,000 00	$ 36,199 13	$805,458 84	1,153,205 46
Clarke National	200,000 00	100,000 00	33,435 36	319,120 58	722,003 44
Traders' National	200,000 00	200,000 00	36,622 08	422,574 15	553,660 12
Farmers & Mechanics' Nat.	200,000 00	100,000 00	15,680 04	416,000 00	485,000 00
First National	100,000 00	50,000 00	22,137 47	327,297 14	428,063 28
Bank of Monroe	100,000 00	50,000 00	22,137 47	344,652 61	409,557 14
Total	$1,050,000 00	$800,000 00	$165,193 03	$2,634,603 32	$3,752,289 74

1890.

BANKS.	Capital.	Surplus.	Undivided Profits.	Deposits.	Loans.
Flour City National	$300,000 00	$90,000 00	$85,769 02	$174,281 67	$303,999 90
Traders' National	300,000 00	60,000 00	6,[illegible] 76	180,032 03	320,119 53
Commercial National	300,000 00	50,000 00	86,[illegible] 76	135,257 44	436,824 38
City Bank	100,000 00	25,000 00	1,501 73	244,022 00	281,284 42
Bank of Rochester	200,000 00	100,000 00	4,618 91	840,721 00	921,693 73
Bank of Monroe	100,000 00	40,000 00	20,144 14	159,246 41	325,147 26
Total	$1,300,000 00	$375,000 00	$198,671 03	$1,773,560 75	$2,589,441 03

SAVINGS BANKS—1890.

BANKS.	Assets.	Deposits.	Loans.	Surplus.
Rochester	$4,000,370 81	$1,077,561 00	$281,325 00	
Monroe	399,107 05	309,905 00	2,288 77	
Mechanics'	1,194,212 94	$1,136,227 00	$140,[illegible] 39	
East Side	$5,593,690 80	$2,523,693 00	$423,613 16	

1890.

BANKS.	Capital.	Surplus and Undivided Profits.	Deposits.	Loans.
Flour City National	$ 300,000 00	$ 600,272 11	$2,452,603 07	$2,704,171 00
Traders' National	300,000	222,131 24	672,102 24	1,025,050 90
Commercial National	300,000 00	354,070 20	454,073 20	947,108 94
City Bank	100,000 00	125,448 44	212,348 44	502,222 00
Bank of Rochester	200,000 00	225,599 93	253,999 93	1,208,188 64
Bank of Monroe	100,000 00	60,000 00	260,000 00	1,000,540 07
Bank of Genesee	100,000 00	20,111 28	320,111 27	1,464,652 00
Central	100,000	105,000 00	17,250 34	115,250 34
Total	$1,500,000	$1,712,565 81	$4,654,065 93	$10,860,010 00

SUMMARY.

Year.	Assets.	Deposits.	Loans.
1860	$ 2,004,312 94	$ 1,836,227 00	$ 3,100 00
1870	5,996,706 61	4,007,216 03	21,772 45
1880	12,802,626 00	6,495,858 75	1,950,203 19
1890	23,968,307 24	13,940,679 32	3,236,227 00

THE FACTS AND FIGURES WANTED.

It is quite suggestive that the UNION has not a word to say in opposition to the policy of abandoning the canals now in commission.—[Buffalo Courier.

It is more suggestive that the Courier and other organs of those who prey upon lake and canal traffic at the termini cannot be induced to join in the demand for an official presentation of facts and figures showing just how the account of the people with the canals stands, which presentation is necessary to an intelligent determination of the question of whether all or any of the canals retained in commission by the constitutional amendments of 1874 and 1882 should be continued or abandoned. Comparatively few of the owners of the canals, the people of the state of New York, are mindful of the fact that our canal policy has within seven years been changed from one of income that used to pay a revenue of upward of $5,000,000 in a single year into their treasury, to one of outgo that takes from their treasury nearly $3,000,000 in a single year. It is high time that we have review of the facts and figures, and the effects, of this change of policy: especially in view of the change, almost as radical, in the character of the traffic of the canals. When the canals were a source of revenue to the people of the state, their banks and basins in all the cities and towns through which they passed were lined with the warehouses of forwarding merchants and the industry and bustle of local traffic. Now that they are a source of taxation and expenditure to the people of the state of New York, there is not a vestige of the old warehouse, not a forwarding merchant, and not a semblance of the old time industry and bustle of local traffic, to be seen. It is right that the people should be informed, or be furnished the official data by which they may inform themselves, of the causes and effects of this changed state of things. The Buffalo Courier and its kindred contemporaries of the termini are averse to a showing of the books, and insist that the people shall close their eyes and blindly worship as a fetich what remains of the canal system, and pay without question or consideration the money demanded for its support by those who arrogantly claim to be the "exclusive friends" of the canals, and who sing paeans of glory to De Witt Clinton and occasionally put on exhibition as a source of inspiration a grandson of the great old canaller who is a sharp Buffalo lawyer. The UNION objects most decidedly to a continuation of any canal policy, whether of maintenance or abandonment, upon the basis of any such superstitious and tin-pan canal statesmanship as this. Show the books. Let the people know just what the canals in commission are costing them, and just what the canals in commission are worth to them. If the figures demonstrate that these canals are worth maintaining by a tax upon the people—that their traffic in carrying the products of the great agricultural states of the west to tide water by subsidy to the carriage from the pockets of the people of this state, then the people will cheerfully pay the cost and maintain them. If, on the other hand, the figures demonstrate to the contrary, then the people will end them as they ended the nine abandoned canals. What is now wanted is a complete report from the Comptroller of the account of his office with the canals from the day of commencement to date. No such report has been made in nearly a quarter of a century—not since the report of the Auditor of the Canal Department, whose office has been abolished, to the constitutional convention of 1867.

PARK COMMISSION.

Discussion of What Should be Done With Reservoir Park.

There were present at yesterday afternoon's meeting of the Park Commission, Commissioners Moore, Barry, Brown, Cauffman, Curran, Gillis, Greenleaf, Greenwood, Huntington, Kimball, Kondolf, McQuaid and Reynolds. Commissioner Cauffman from the law committee reported having drafted certain amendments for presentation to the Legislature. The committee was given further time. The auditing committee reported bills amounting to $1,974.88 which were ordered paid, with the exception of an item of $45.80, being a county tax paid to the collector of Irondequoit upon property owned by the board in that town. There was a question as to whether this tax could be legally collected and the matter was referred to the Law Committee. Superintendent Laney presented his monthly report which was adopted. Mr. Laney reported that the tornado of January 18th destroyed about twenty-five pines in the north park and fifteen trees in the south park. They were in thick groves, however, and would not be missed. He also reported that it would require about two weeks of office work to finish the map of north park. The total expense of north park to January 25th was $2,307, and of south park $17,421.68.

Then the principal discussion of the day was precipitated by Commissioner Curran, who offered a resolution directing the committee for the purchase of park land on the southeast side to purchase at once the lands contiguous to the reservoir property as mapped out by Mr Olmstead, and as much more as the committee deemed advisable. Commissioner Greenleaf favored the resolution. President Moore did not; he thought Mr. Olmstead's plan not the most advisable and that the point had not been reached where specific instructions could be given the committee on purchase of park lands. Commissioner Kondolf announced that he would not vote in favor of purchasing any more park land on the east side. Commissioner Greenleaf thought something should be done immediately about the reservoir park. Commissioner Curran said he had expected the defeat of his resolution, and offered a substitute directing the committee to ascertain the number of acres of land required to complete the reservoir park and the price at which the same could be purchased and report at the next meeting. Commissioner Barry said as a commissioner, he thought the board should do something about the reservoir park. Elwanger & Barry had donated the land at the request of the citizens of the Twelfth ward, and had no intention before that time of giving lands for park purposes. "Now the land is growing wild. If the board does not want it, Elwanger & Barry were willing to take it back." Commissioner Reynolds agreed with Commissioner Barry. Commissioner Gillis thought there would be a great deal of expense in improving the reservoir park. Bishop McQuaid said he did not like to hear anything said against the natural beauties of the land adjacent to the reservoir. "Take the land as God has made it," said he, "and it is the most charming park in the city of Rochester to-day. I wish it take less to make it a delight to men, women and children than any other plot in the vicinity of Rochester." Dr. Moore next explained the difficulty that Mr. Olmstead had experienced in deciding just what could best be done with the reservoir property and the vote was called for, resulting in the adoption of the resolution. The board then adjourned.

City Railroad Crossings.

Editor Union and Advertiser:

In your issue of the 13th inst. an article appeared in which the writer attributed the words and opinions of the City Surveyor in reference to the crossings of the N. Y. C. & H. R. R. R. and the B., R. & P. R. R. in the western part of the city, which were entirely misrepresented, or at least misunderstood, by the writer. In an interview, not exceeding two minutes in length, the City Surveyor told the reporter that the surveys, plans, profiles and estimates had not been completed for the crossings, and some time must elapse before they would be ready for submission, through the appropriate committee, to the Common Council, and the action of that body could not be anticipated. In answer to the question, Were such overhead crossings possible? the reporter was told that almost everything in the line of engineering was possible, provided sufficient money were provided to accomplish the work. This was the substance of what was said by the City Surveyor, if not expressed in the exact words used by him. It is not believed that the reporter intended to misrepresent, but it is clear that he has done it, doubtless unintentionally and innocently, and it is due to the City Surveyor that you give a conspicuous place to this brief communication. I. F. QUINBY, City Surveyor.

Democrat and Chronicle
JANUARY 29, 1890.

TOO MUCH MONEY INVESTED.

The Common Council Wants the State to Reimburse Rochester.

Aldermen Selye, Kelly and Shelter, the committee appointed by President Tracy, to present the claim of the city before the Canal Board for the reimbursement by the state of money expended by the tax-payers in building and maintaining canal bridges in this city, met yesterday afternoon at the city clerk's office. The following figures were submitted by the Executive Board, showing cost and expense of maintenance of the various bridges built by the city: Allen street bridge built in 1879, cost and maintenance up to date, $98,742.99; Brown street bridge, built in 1883, $19,905.54; Lyell avenue bridge, built in 1883, $23,840.99; Plymouth avenue bridge, built in 1888, $25,873.93; Smith street bridge, built in 1889, $17,487.71, making the total expenditure by the city $115,911.16. The addition of asphalt pavement increased the cost of the Plymouth avenue bridge.

It was also stated that while the city is compelled to maintain and operate the lift and swing bridges, the state reserves the right to appoint all bridge tenders and as a consequence incompetent men are frequently appointed. After a discussion of the figures submitted the committee finally decided to draft an act relative to the reimbursement of the city which will be submitted to the Common Council at its next meeting. The committee will go to Albany next week to press the city's claim, and in the meantime a list of the bridges, their cost and expenses, will be obtained from every city situated on the Erie canal.

We wish
each for Chamber of
Thursday, February 6
seats at Five Dollars
Chamber of Commerce Dinner
1890.

THE ANNUAL DINNER
of the
ROCHESTER CHAMBER OF COMMERCE
will be served in the rooms
SATURDAY EVENING, FEBRUARY 8, 1890,
at seven o'clock.
Please write your name, at once, upon enclosed card.

Democrat and Chronicle
JANUARY 31, 1890.

TO CROSS OVER-GRADE

The Alexander Street Bridge and the Erie Tracks.

THE ROAD WILL CONTRIBUTE

The Sum of $4,000 Towards a Structure That Will Save It and the City a Dangerous Grade Crossing at Edinburgh Street.

A definite understanding has at last been reached between the Alexander street bridge committee of the Common Council and the officers of the Erie road in regard to crossing the company's tracks on the west side of the river at Edinburgh street and nothing now seems to stand in the way of the speedy building of the bridge.

The committee has long recognized that a bridge from Alexander street which should reach the west side of the river at the grade of the Erie tracks would be open to many objections that would not apply to one continuous structure crossing the feeder, the river and the Erie tracks above grade, and terminating in a properly graded approach in Edinburgh street. The only objection to such a plan was the additional expense caused not only by the increased height and length of the bridge and the building of the approach but also by the necessity of paying damages to owners of property fronting on Edinburgh street whose rights of access, light, air and the like would be largely infringed upon by the building of the approach. It was felt that all this additional expense was caused simply by the fact of the Erie tracks being where they are, and the committee fully shared in the popular prejudice against continuing to build at the city's sole expense, costly over-grade crossings over rail and water ways that run through the city, for its benefit to a certain extent, but much more for the benefit of the corporations owning these ways and the state at large. It was also plain that the Erie road itself would be greatly benefitted by being freed from the legal and practical embarrassments of having a grade crossing at this point.

It was therefore determined to present these facts to the Erie officials that the road might be induced to contribute towards the erection of a structure which should cross its tracks over-grade as above described.

So negotiations with the railway company were commenced which resulted in an agreement whose nature is best shown by the following official communication received by the committee yesterday:

The New York, Lake Erie & Western railroad will pay the city of Rochester the sum of $4,000 on account of the extra expense incurred in making the extension of Edinburgh street and over-crossing, across the company's land.

This payment is to be made on the completion of the bridge or at such other time as may be agreed upon, and on the express condition that said company is not to be put to any other expense on account of the bridge or crossing over its lands or approaches thereto other than the assessment laid on its property in common with other property to defray expense of said bridge, approaches or street.

And I hear of you to observe that, while an over-crossing will be a benefit to this company, it is at the same time of much greater importance and benefit to the people. A crossing at that point at grade, with a descent from the bridge to the track, which would be necessary, would be a very dangerous crossing. The company's tracks are and must be in constant use. The crossing is at the foot of inclines to individual coal trestles, where considerable speed or head must be obtained to put the cars on the trestles. It would not be a safe crossing and would not be used except in case of absolute necessity. Besides this, a bridge with a grade crossing would not be a safe distance above high water and would be in danger at every flood.

The benefits of an over-crossing are mutual to the company and to the people, and so the company is willing to bear more than its legal proportion of the expense. And yet the company is a part of your city, part of the people and taxpayers and interested in the general good and prosperity and might say, very justly, that if it pays its legal proportion of city expenses it is doing well. In this case it is inclined to do better. Respectfully yours,

JOHN M. FINCH,
N. Y., L. E. & W. R. R. Co. general land agent.

Though the sum agreed to be paid is not so magnificently generous as to thoroughly justify all the gratitude to the Erie road that its general land agent evidently thinks it is entitled to, the special committee has accomplished all, in this direction, that it could be expected to, and it is hoped will now see its way clear to the beginning of practical work on the bridge.

ALLEGANY.

That Test Well at Angelica Proves to be a Failure.

The 2,000 foot hole in the town of Angelica, for oil or gas, was shot Wednesday with eighty quarts of nitro-glycerine at a depth of 1,800 feet. No oil. Another shot was put down at 750 feet, in the vicinity of the first-oil-bearing sand, and the usual go-devils, to the number of four, were dropped in and no explosion resulted. The men in charge intended to explode the remaining shot that night.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER MORNING HERALD

FEBRUARY 4, 1890.

ELECTRICAL CONDUITS.

How Electric Light Wires are Being Housed in New York and Boston.

H. M. Underwood, representing the Interior Electric Conduit company of New York, is stopping at the Powers hotel and was interviewed yesterday by a HERALD reporter, to whom he gave the following explanation of the system: "Until a very recent date the methods of introducing electric circuits for incandescent ligting in dwelling houses and public buildings have been crude and barbarous. The dynamo has been brought to the highest state of efficiency, the lamp has longer life and greater brilliancy than ever; the arrangements for carrying the current all over a large district are quite successful, and yet the details of interior wiring are frequently such that it is a wonder how the light has survived in spite of them.

"As a general case the wires are not in sight, but are laid in plaster, and to get at them involves the destruction of walls and woodwork. This is all primitive. So are the cleats and mouldings that disfigure handsome apartments in which the incandescent lamp is used.

"Some better method of protecting the buildings from the wires must exist. It has been found, indeed, and it bids fair to supplant the original methods of wiring as completely as gas apparatus has supplied the place of kerosene lamps. The new system is an outgrowth of advancement in electrical science and consists of running wires through a building by means of what is called an interior electric conduit, very much like ordinary gas or water pipes, which serve as ducts or repositories for the distributing wires. These conduits or tubes are made by a special process; it is then subject to treatment with a bituminous or asphaltic compound that renders it thoroughly non-conducting and impervious to moisture. These tubes are made in sizes from one quarter inch to one and one quarter inch inside diameter and in lengths of 10 feet. These lengths are joined together by sleeve couplings and are fitted with elbows for rounding curves and corners. Within such a tube running through a building to every point where an incandescant lamp is needed what is called wire with a cotton insullation can be used without any danger; but to insure absolute safety against the effects of short circuits and superheated wires, every circuit is provided with a fuse and so arranged that any trouble of this sort must instantaneously declare itself and disappear without having any chance to set fire to surrounding material in the walls. All the conduits issue from a main junction box made of non-inflamable material placed as near as possible to the center of distribution. If a particular circuit is out of order it is only necessary to go to the main junction box to locate and remedy the trouble.

"This system of interior electrical conducting also comprises small junction boxes, intersection boxes and outlet terminals, which make ample and elegant provision for the ramification and convenience of the service. Every architect knows how to dispose of pipes in his plans. He has something definate to deal with. He can follow out every part of the distribution in a systematic way, and instead of being repelled by the difficulties of electric lighting he is encouraged to make ingenious plans that shall fit the requirements of the case. This system meets the difficulty admirably and is commending itself to all architects who have examined it."

CONTRACT AGREED UPON.

Electricity or Horse Power Consultation Yesterday.

Aldermen Fee, Tracy, Bohrer, Williams and Kelly, the special railroad committee of the common council met President Luetchford, and General Manager Verner of the street railroad company in the city clerk's office at four o'clock yesterday afternoon for consultation in regard to the proposition of the railway company to substitute electricity for horses as a motive power. Mr. Beckley, the attorney for the railway company, and Superintendent of Fire Alarm Finegan were also present. The meeting lasted about forty minutes and was a secret one. After the door was unlocked Chairman Fee stated that the contract between the company and the city had been agreed upon and would be reported at the meeting of the council to be held this evening. The report would then be laid on the table for one week for the purpose of giving the taxpayers an opportunity to examine it and express their opinions as to its merits or demerits.

THE NEW BOARD.

CHAMBER OF COMMERCE COMMITTEES CHOSEN.

Men Who Will Aid in Rochester's Development—The Revenue Marine Considered—New Members—Country Roads.

The first meeting of the new board of trustees of the chamber of commerce was held last evening. It was attended by 22 members, an unusually large number, and lasted for nearly two hours. President L. P. Ross occupied the chair for the first time. At the opening of the session John Fahy was chosen as a member of the board in the place of George W. Archer.

J. E. Booth from the executive committee presented a memorial to congress in favor of making the revenue marine a part of the United States navy and taking it out from under the authority of the secretary of the treasury. The memorial has already been adopted by several commercial bodies and received the approval of the trustees. It is said that the men engaged in the revenue service are entitled to the same privileges as the regular officers and men of the navy as their work is, in many instances, very trying and they endure severe hardships. It is argued that this bureau more properly comes under the supervision of the secretary of the navy than under the authorities of the treasury department.

Henry Michaels reported, from the executive committee, a letter and pamphlet of the New York chamber of commerce asking this chamber to indorse the resolutions passed by that body on the Chinese question. They call upon the president to open negotiations with the chinese government for the settlement of the strained relations now existing between the two countries and the restoratian of good feeling. The matter was referred to the committee on legislation.

Five new members were elected. They were: William N. Clark, J. H. Kellogg, Charles T. Depuy, Albert Drinkwater and H. K. Elston.

The trustees then proceeded to elect the standing committees for the ensuing year. Ballots were taken for all except the executive committee, which is composed of the president, the three vice-presidents, the treasurer and the six chairmen of the other committees. The list follows in full:

Executive committee—L. P. Ross, Henry C. Brewster, William C. Barry, A. S. Hamilton, H. B. Hathaway, T. B. Griffith, John Fahy, J. G. Cutler, William S. Kimball, George C. Buell, Frank J. Amsden.

On manufactures and promotion of trade—T. B. Griffith, D. M. Hough, George H. Newell, Isaac Wile, John H. Chase, R. K. Dryer, Max Lowenthal, S. G. Curtice, R. M. Myers, Henry Lomb, James S. Graham, Patrick Cox, S. J. Arnold.

On railroads and transportation—John Fahy, A. S. Hamilton, Ira L. Otis, H. Austin Brewster, C. H. Babcock, B. Rothschild, A. G. Yates, C. T. Chapin, C. M. Everest, William Pitkin, William Bartholomay, E. W. Peck, Granger A. Hollister.

On public improvements—J. G. Cutler, R. A. Sibley, E. T. Curtis, J. F. Alden, Clinton Rogers, James E. Booth, Joseph Cauffman, H. H. Warner, Emil Kuichling, Gilbert Brady, Alfred Wright, H. S. Mackie, J. W. Gillis.

On statistics and publications—William S. Kimball, George C. Buell, jr., F. S. Upton, C. R. Parsons, J. H. Grant, A. T. Hagen, F. W. Elwood, Joseph T. Alling, Charles S. Hastings, J. Lee Judson, Alfred C. Williams, Nathan Stein, E. Frank Brewster.

On legislation—George C. Buell, Henry Michaels, Frederick Cook, Thomas J. Devine, H. S. Greenleaf, J. A. Hinds, I. A. Baum, S. G. Hollister, C. P. Ford, George F. Roth, John H. Foley, James Fee, F. M. McFarlin.

On postal facilities, telegraphy and insurance—F. J. Amsden, Lewis Chase, P. S. Townsend, J. E. Morey, jr., B. E. Chase, C. E. Angle, W. H. Mathews, D. T. Hunt, E. R. Andrews, W. J. Ashley, James Vick, H. F. Atwood, Joseph Farley.

After the committees had been selected, Henry B. Hathaway was unanimously re-elected to serve as treasurer during the ensuing year.

A. S. Hamilton offered a resolution referring to the bad condition of country roads and the prevalent opinion that the present road tax system is a failure. The committee on public improvements is requested by the resolution to bring about a conference of the boards of trade of the state and the various granger organizations to perfect a system of first-class roads throughout the state and some plan by which they may be kept in good condition. The resolution was discussed and referred to the committee on public improvements. "Country Roads" was chosen as the topic for discussion at the next general meeting of the chamber to be held on Monday evening of next week. Another feature of this meeting will be he inaugural address of President Ross.

The subject of rapid transit in connection with the plans to substitute electricity for horses as a motive power on the street car lines of this city was informally discussed, but no action was taken.

A letter was read from Representative Charles S. Baker, acknowledging an invitation to the banquet next Saturday evening. He states that, as he has an engagement that day to appear before the committee on rivers and harbors to present the wishes of the chamber of commerce on the subject of harbor improvements and the opening of Irondequoit bay, it will be impossible for him to be present. The trustees adjourned shortly before ten o'clock.

Those in charge of the arrangements for the banquet state that those desiring to attend should send in their acceptances at once, as the chamber of commerce banquet hall cannot possibly seat over 230 people. Teall will be the caterer and is preparing to serve one of the finest dinners ever given in [illegible]

FOR A PARK.

P[illegible]NT[illegible]US[illegible] THE COURT HOUSE SITE.

MAYOR'S OFFICE,
ROCHESTER, N. Y., February 3, 1890.

To the Honorable the Board of Supervisors:

GENTLEMEN: Being impressed with the urgent necessity for some speedy action by your honorable body for providing this county with a new court house, is my apology for venturing this communication to you. The inadequate accommodations of the present court house are patent to you all. Built some forty years ago it has long since outlived its days of usefulness.

The county clerk and the surrogate are crowding each other for room. The county judge and the supervisor's clerk cannot occupy the same quarters. The sheriff and the district attorney tread on each other's toes in discharging their respective duties, and the valuable, indeed almost priceless, records of Monroe county are hourly in danger of destruction by fire.

For all these reasons a new building, in a new locality, suitable to the wants of this great and growing county, and in keeping with the progress of the city of Rochester, seems to me to be imperatively demanded. I suggest a new locality, because the purchase of a new site would save the county the expense of renting while building a new court house, which expense would have to be borne if a new one were built on the site of the old. I also suggest that it would be much cheaper for the county in the long run to build immediately than to continue to tinker with the old building. The annual expense which for the past few years has been occasioned by an attempt to maintain the present unsatisfactory court house would more than pay the interest on the bonds of the county, issued in payment for a new and comodious strrcture.

The title to the present plot of ground, it seems to me should pass to the city, upon condition that it always remain open as a City hall park. Irving place on the east, and Fitzhugh street on the west could be utilized in connection with this plot, making altogether a beautiful and attractive breathing place for all who visit Rochester, as well as for its citizens. The beautiful buildings by which that locality is now surrounded, and the central location of this plot of ground, would tend to make it not only an attractive spot of itself, but a magnificent site for one or more monuments. At no distant day, the people of Rochester will erect a monument to that man of indomitable spirit and enterprise, Colonel Nathaniel Rochester, the founder of our city. Such a monument should stand in City hall park, a portion of the one hundred acre tract which he, with Fitzhugh and Carroll, once owned. There, too, was the home of the Reynolds family; and on that spot occurred the first fire which the early settlers of Rochester were called upon to subdue. Upon this historic spot, no doubt, the city would gladly erect its soldiers' monument, for it was the scene of many war meetings, and there the people of Monroe county frequently met to rejoice over victories won on the field of battle for the cause of liberty and union.

The interest of the city and the county should be one in this matter. There is, it is true, a city government separate from the county government, but the city is nevertheless a part of the county, and the citizens of Rochester as well as the surrounding towns are equally interested in preserving the records of the county, in providing suitable and appropriate accomodations for the transaction of county business, and in curtailing the expenses of keeping up the county buildings.

For all these reasons, I deem it not inappropriate for me, as the mayor of the city, to invite your speedy consideration of the question of a new court house on a new site. I do not need to remind you, for you are familiar with the facts, that for the past few years very large sums of money have been expended upon the old building. It is indisputable that at a very early day we shall be compelled to build a new court house. I believe that every dollar expended in repairs upon the old structure is so much money thrown away, and that a true regard for the welfare of the tax-payers of our county requires that this wasteful expense be headed off at the earliest practicable moment.

I am, very respectfully yours,
CORNELIUS R. PARSONS,
Mayor of the city of Rochester.

ROCHESTER CHAMBER OF COMMERCE

THE Annual meeting and election of the Corporation will be held on Monday, January 13th, at 8 P. M.

The order of business will be as follows:

1. ROLL CALL.
2. READING OF MINUTES.
3. READING OF COMMUNICATIONS.
4. OFFICIAL REPORTS.
5. REPORT OF SPECIAL COMMITTEE.
6. ELECTION OF OFFICERS.
7. MISCELLANEOUS BUSINESS.

J. Y. McCLINTOCK,
Secretary.

LUNCH AS USUAL.

Democrat and Chronicle

FEBRUARY 4, 1890.

THOSE NEW COMMITTEES

What the Chamber of Commerce Trustees Did Last Night.

THE POOR COUNTRY ROADS

The Chamber Will Try to Devise a Means of Improving Them—New Members Elected—Various Matters Discussed at Some Length.

The new Board of Trustees of the Chamber of Commerce held its first meeting last evening, and if the large attendance is indicative of the amount of work the chamber is to accomplish during this, the third year of its existence, the city will have more cause than ever to feel proud of the business men's organization.

There were just twenty-three members present, and one of the important things done was to elect the standing committees for the year. The committees are:

Executive—L. P. Ross, H. C. Brewster, W. C. Barry, A. S. Hamilton and H. B. Hathaway, *ex officio*; T. B. Griffith, John Fahy, J. G. Cutler, W. S. Kimball, George C Buell and F. J. Amsden.

Manufacturers—T. B. Griffith, D. M. Hough, G. H. Newell, Isaac Wile, John H. Chase, R. K. Dryer, Max Lowenthal, S. G. Curtice, R. M. Myers, Henry Lomb, James S. Graham, Patrick Cox, S. J. Arnold.

Railroads—John Fahy, A. S. Hamilton, Ira L. Otis, H. A. Brewster, C. H. Babcock, B. Rothschild, A. G. Yates, C. T. Chapin, C. M. Everest, William Bartholomay, E. W. Peck, Granger A. Hollister, William Pitkin.

Public Improvement—J. G. Cutler, R. A. Sibley, E. T. Curtis, J. F. Alden, Clinton Rogers, James E. Booth, Joseph Kauffman, H. H. Warner, Emil Kuichling, Gilbert Brady, Alfred Wright, H. S. Mackie, James W. Gillis.

Statistics and Publication—W. S. Kimball, George C. Buell, Jr., F. S. Upton, C. R. Parsons, J. H. Grant, A. T. Hagen, Nathan Stein, F. W. Elwood, Joseph T. Alling, Charles S. Hastings, J. Lee Judson, Alfred C. Williams, E. Frank Brewster.

Legislation—George C. Buell, Henry Michaels, Fred. Cook, Thomas J. Devine, H. S. Greenleaf, J. A. Hinds, I. A. Baum, S. G. Hollister, C. P. Ford, George F. Roth, John H. Foley, James Fee, F. M. McFarlin.

Postal Facilities, Telegraph, Etc.—F. J. Amsden, Lewis Chase, D. T. Hunt, P. S. Townsend, E. R. Andrews, J. E. Morey, Jr., W. J. Ashley, B. E. Chase, James Vick, C. E. Angle, H. F. Atwood, W. H. Mathews, Joseph Farley.

As was expected H. B. Hathway was re-elected treasurer. John Fahy was elected a member of the Board of Trustees in place of George W. Archer, and new-members were elected to the chamber as follows: William N. Clark, J. H. Kellogg, Charles T. DePuy, Dr. Albert Drinkwater and H. K. Elston.

Among the other matters considered was a reference to the placing of the revenue marine under the authority of the secretary of the navy. A memorial to Congress embodying a prayer that this action be taken was presented by James E. Booth and was adopted. This action was simply in line with the action of a large number of business bodies. Henry Michaels, from the executive committee, reported a letter and pamphlet from the New York Chamber of Commerce asking for action by the chamber on a request to the President to open negotiations with China looking to increased friendly commercial relations with that country. This matter was referred to the committee on legislation.

Arthur Hamilton offered a resolution instructing the committee on public improvements to take steps to bring about a conference of boards of trade and granger organizations of the state, for the purpose of devising some means for perfecting a better system of country roads. The resolution in its preamble recited that the present system of poll tax was a failure; and emphasized the fact of the generally poor condition of country roads. The trustees, seeing that there was a great deal in the question, did not dispose of the resolution, but adopted the subject of country roads for discussion at the meeting of the full Chamber next Monday evening.

Another subject which came in for discussion was the proposed system of electric power for street cars. The trustees refrained from expressing either approval or disapproval of the matter.

Before the body adjourned Secretary McClintock read a letter from Hon. Charles S. Baker in which that gentleman expressed his regrets that owing to an engagement before the committee on rivers and harbors, to present the memorial of the chamber relative to appropriations for improvements at Charlotte harbor and Irondequoit bay, on that day, he will not be able to attend the annual banquet of the Chamber of Commerce next Saturday evening.

No Quorum.

There was to have been a meeting of the joint committee on water supply of the Chamber of Commerce and the Common Council at the Chamber of Commerce rooms yesterday afternoon, but though a faithful few were present and waited patiently until nearly 5 o'clock no quorum materialized. So the meeting was postponed until this afternoon. It will be held at 4 o'clock in the Common Council chamber.

Democrat and Chronicle

FEBRUARY 5, 1890.

THE MUNICIPAL GRIST

Ground Last Night by Fifteen of the City Fathers.

BABBAGE AND HIS SPEECH

The "Phat Boy" Appears as an Allegator—Report of Special Street Railway Committee Received—Another Lift Bridge Projected.

The session of the Common Council held last night, though it lasted nearly two and and a half hours, was not by any means devoid of interesting features. Alderman Swikehard's absence was all that prevented the completion of the charmed circle. His absence, too, was more than offset by the presence of the large number of allegators, for among them was "Phat Boy" Babbage, and he made his presence felt.

Alderman Kelly presented a communication from the Grand Army relief committee setting forth that the increase in the number of cases of soldiers needing relief makes it desirous that a committee of the council be appointed to investigate the accounts of the relief committee, with a view of gaining an idea of the methods of relief and determining the sum which shall be placed at the disposal of the said committee. The communication was referred to the finance committee.

Upon recommendation of the law committee the Lake avenue assessment roll was reaffirmed and the report of the committee was adopted. The report of the assessment committee was also adopted. The report of the lamp committee was similarly disposed of. The financial budget for the month of January was sent up by Alderman Thayer and the board approved it. In the budget was an item of "$242.50, expenses of John C. Hayden in the Moulson case."

The finance committee submitted its report in which it recommended that applications be made to the Legislature to pass an act authorizing the Common Council to raise $75,000 by special tax to be placed at the disposal of the Board of Education for the purpose of paying for sites and erecting new buildings. The report was adopted, as was also a resolution accompanying it requesting the senator and members of Assembly to urge the passage of such bill. The $75,000 together with the regular building fund of a like amount, it is thought will furnish sufficient relief for the overcrowded condition of the public schools.

The report of the special committee appointed to confer with the officials of the Rochester City & Brighton Railway company, presented its report through Chairman Fee. The report which was ordered published and laid on table till Monday evening, next follows:

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN: The undersigned committee, appointed to confer with the Rochester City & Brighton Railroad Company regarding its application for the approval of the Common Council and the conditions upon which the said company may operate its cars by electricity instead of by horse power, hereby reports:

The labors of this committee have been greatly shortened by the fact that during the past summer, a careful and thorough examination was made by a committee of this board with reference to the operation of the Crosstown and South Park railroads of this city by electricity. As is well known, the committee which was appointed with reference to the operation of the Crosstown and South Park railroads by electricity, accompanied a number of city officials and prominent citizens to examine into the operation of the electric railroad system in Boston, and submitted a report strongly favoring the granting to those companies of the right to construct and operate their railroads by the overhead single trolley electric system. The contract which was made between the city and those companies, met, we think, with the approval of all the newspapers of the city, and with the approval, likewise, of our citizens. There is no question but that the one thing that, above all others, the people of this city need at the present time, is a system of rapid street railroad transit. This city is emphatically a city where the great mass of people own their own homes. Nearly every house has its yard about it, and the tenement house and block system has not as yet, and probably never will, come into general use; consequently the area occupied by this city is very much larger than that occupied by most cities of the same population. Our people of moderate means, desire an opportunity, not only to build their homes one, two or three miles away from the business center, but as well, to be able to reach that business center from such homes in the shortest time consistent with safety. The day of propulsion of street cars by horses in growing and prosperous cities has gone by. That electricity as a motive power for the propulsion of street cars has come, and come to stay, is a fact which no well informed person will deny.

The question presented, therefore, is whether, in this city, we shall adhere to the old and slow horse car system or whether we shall consent to the introduction of the electric system, thereby keeping pace with the enterprising and prosperous cities of this country.

The present owners of the Rochester City & Brighton railroad, as is well known, propose, if consent be given, to dispense entirely with the horse-car system and with bob-tail cars, and to introduce in their stead large double-end cars to be operated by the electric current. The amount of money which the company must expend in order to affect this change of system is, of course, very large. If the men who compose the company were less liberal and progressive than they are, they would doubtless hesitate long before making this enormous expenditure, in view of the fact that there must be more or less uncertainty as to whether, as a commercial proposition, the income derived from increased travel will pay a return upon such expenditure. As this committee believes that the proposed change will result in largely increasing the population of the city, and adding very greatly to the value of the property of its citizens, we recommend the adoption of the resolutions which are herewith submitted, granting the necessary rights to the company to enable it to make such change.

This committee has followed in the draft of the proposed contract, substantially the lines laid down by the Common Council in the contract of the Crosstown and South Park railroad companies. We have endeavored to treat the company with fairness in this matter, and, at the same time, to carefully and completely protect the interests of the city. As will be observed, the resolutions provide for the operation of the electric railroad system to be adopted, either by the storage battery system, or by the single trolley overhead system. As was stated by the company in its communication to the board, an investigation is being made by the company to determine whether some storage battery system cannot be adopted which will be successful in operation and which will, at the same time, be not so expensive in operation as to render its use prohibitory. It is, of course, [illegible] battery system would be [illegible] successfully used. It remains a fact, [illegible] in no city where the system has been tried, has it proved mechanically and commercially successful. Believing, therefore, that the only feasible and successful system of electric railway propulsion is by the overhead single trolley system, this committee has endeavored to carefully guard every interest of the city in the proposed contract, with reference to the operation by means of the overhead system.

Your committee recommend that this report, and the accompanying resolutions, lay upon the table and be published, and that an adjourned meeting be held next Monday evening for the purpose of considering and acting upon the same.

Respectfully submitted.
JOSEPH H. FEE,
LOUIS H. BOHRER,
WILLIAM H. TRACEY,
J. MILLER KELLY,
FOREST H. WILLIAMS,
CHARLES R. BARNES,
Committee.

The following resolution bearing upon this matter was offered with the request that it lay upon the roll until the special meeting called for the consideration of the special committee's report:

Resolved, That the consent and permission of the city of Rochester is hereby granted to the Rochester City & Brighton Railroad Company, its successors and assigns, in addition to the rights, privileges and franchises now possessed by it, to establish, construct, maintain, operate and use the overhead single trolley electric system of motive power, so-called, in the operation of its cars in and on each and all of the streets, avenues and public places in the city of Rochester, in, along, through and upon which said company has constructed and is now maintaining and operating a street surface railroad, and to construct, set, lay, maintain and use the poles, wires, appliances, and such electrical appliances and apparatus, and to make the underground and surface alterations in and on each and all of the said streets, avenues and public places, so far as necessary for that purpose; but said company, its successors and assigns, shall not have the right to construct, and operate said electric railroad in any street until the requisite consents of property owners on such street, avenue or place, and the consent of the Board of Railroad Commissioners of the State of New York, shall be obtained as required by law; nor shall any railway or any part or portion of the street surface or sidewalk of any street, avenue or place, be seriously and permanently interfered with, without consent first being had and obtained from the Executive Board of said city, nor shall any sewer or lateral sewer, water pipe, or lateral water pipe, or other public underground conduit, be interfered with, without such consent first being had.

It is further resolved that all work of construction and maintenance authorized by this resolution, and all kind and quality of material used, and the height, material, form and shape of all poles erected, shall be satisfactory to the special committee of the Common Council of the city of Rochester, on change of motive power of said railroad to electricity, and to its successor, and that the consent and permission hereby granted is subject to the conditions, terms and limitations hereinafter set forth and described, to-wit:

First—The single trolley electric system shall be adopted by said company; the trolley wire shall be supported over the center of each track by (1) cross or suspension wires attached to poles place at or near the curb lines of the streets, or (2) by brackets extending from poles placed at or near such curb lines, or (3) in such other manner as shall be approved by the said committee. The cross or suspension wires shall be of not less strength than No. 9 iron wire.

Second—Feed wires shall be used, so far as necessary for the operation of the system, in whole or in part, and shall be placed upon the poles to be erected as hereinafter specified, except that the main feed wires, to convey the electric current from the power station to the railroad lines, may be placed upon poles already erected, in case consent be obtained from the said committee, and from the company or companies which have erected, or may erect such poles, or upon poles which said railroad company may erect for the purpose, under the direction of said committee, but in the latter case, each and all or said poles shall be erected at or near the curb lines of the streets or avenues. The feed wires used shall be of such number, and their location shall be as approved, by said committee, and all feed wires shall be placed on poles, as directed by said committee.

Third—The feed wires used shall be wires having the best insulation at any and all times, and all wires used by said company as feed or trolley wires, shall be so placed as to be suspended, at least, eighteen feet above the surface of the street or avenue, except that a less elevation may be allowed by said committee in passing under bridges or along any street or avenue where necessary.

Fourth—All wires used, except the cross or suspension wires shall be copper or composition, and supported in such manner as to render the over-head construction strong and free from danger of accident. Whenever required by said committee, the said company shall place guard wire, to prevent the trolley wire from coming in contact, by reason of accidental breakage, or otherwise, with electric, telephone, or other wires, and said company shall at all times, cause to be maintained sufficient electric current through the guard wires, to ring a bell at the central station, in the event of any wire falling or coming in contact with such guard wire.

Fifth—The poles shall be of wood or iron and each pole erected shall be straight; if of wood, each pole must be pine sawed eight square, and of such height and dimensions as shall be approved by said committee. Each pole, whether of wood or iron, shall be painted, and at all times kept painted. Each wooden pole shall be set at least six feet below the surface of the street; the distance between the poles shall be at least 100 feet, except on curves, where a less distance between poles may be allowed by said committee, when necessary to insure strong and permanent overhead construction. Said railroad company, its successors and assigns, shall change the location of poles whenever required by said committee. Said poles shall be used exclusively to string wires thereon, and to support wires thereby for the construction and maintenance of the single trolley electric system for street railway propulsion; except that the city of Rochester shall have the right to string and maintain wires on said poles for city signal and municipal purposes only.

Sixth—The electric current which said company may use in the operation of its road shall not exceed 500 volts; but said company, its successors and assigns, shall not use the alternating current for the operation of said overhead system, except with the consent of said committee. The said city may, at any time, test and measure the electric current used by said company.

Seventh.—Said committee shall have general charge and supervision of the kind and quality of poles to be erected, location of same, and the work of construction by said company.

Eighth.—The said city, by its officers of the Fire Department, or mayor, or a member of its Executive Board, in case of a fire at any time, may cut or otherwise remove any of the wires or poles of said company, wherever necessary, to afford convenient and unobstructed access to and egress from the place of any such fire.

Ninth—Whenever any building is moved through any of the streets or avenues, along or upon which any of said company's wires are strung or poles erected, said company shall, at any time when directed by said committee, change said wires and poles so as to permit the free and unobstructed use of such street or avenue, for the purpose of moving said building along or upon the same.

Tenth—None of said poles or wires of said company shall, at any time, be erected or strung so as to injuriously interfere with any of the poles, wires or other apparatus connected with the public street lighting, police patrol, or fire alarm systems of said city.

Eleventh—The said construction and maintenance of the said railroads shall at any and all times hereafter be subject to each and all of the conditions hereof, and all work done and materials used at any and all times in such construction and maintenance shall be in a thorough workmanlike manner and first-class quality, and suitable in all respects for the purposes of said electric system. It is further resolved

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[illegible] Rochester [illegible] granted to said company, its successors and assigns, in addition to the rights, privileges and franchises now possessed by it, to establish, construct, maintain, operate and use during the corporate existence of said company, its successors and assigns, instead of the overhead single trolley electric system described in these resolutions, the storage battery system of electric railway propulsion on all of the lines of railroad now being operated by said company, and upon such lines as shall hereafter be lawfully constructed by said company, its successors and assigns, in said city; provided, however, the electric current used in the operation of the storage battery cars, under this grant, be not in excess of 500 volts; and provided further that the motor cars shall be constructed and maintained as to prevent the communication of the electric current from the batteries to any passenger riding thereon.

It is further resolved that the said company, its successors or assigns, shall at any time during its or their corporate existence, if required by the Common Council of said city by a two-thirds vote of all the members elected with the approval of the mayor, adopt and use in the operation and maintenance of its or their railroad, upon all the streets upon which said railroad now is, and the extensions thereof which shall be made, improvements in electric railway appliances and methods of operation in so far as the adoption and use of such improvements shall make the operation of its or their said street railway system more efficient and economical and less objectionable to the public than the appliances and methods then being used. It is further resolved that said company, its successors and assigns, shall, during its or their corporate existence from and after the first day of November, 1892, operate all the lines of said company as now laid out, and such extensions of said lines as shall be constructed and operated hereafter, with double-end cars only, of a not less length than fourteen feet; and after the first day of November, 1892, said company, its successor and assigns, shall dispense with and thereafter not use, during its or their corporate existence, upon the lines aforesaid, any bob-tail cars whatsoever.

It is further resolved that said company, its successors or assigns, shall at all times full indemnify and protect said city of and from any and all suits, actions and proceedings that may be brought and maintained, or sought to be brought and maintained by any person or corporation for or on account of or by reason of the adoption or maintenance by said company, its successors or assigns, of either of said electric systems which said company, its successors or assigns may adopt and use, or anything connected therewith, or any act of omission or commission by said company, its successors or assigns, or any of its agents or servants, at any time or times; and shall whenever requested by said city or any of its officers, fully defend any and every such action, suit or proceeding. Said city shall by some of its officers or agents, in the event of any such suit, action or proceeding being brought, give notice to said company, its successors or assigns, and said company, its successors or assigns shall be allowed to defend or assist and direct the defense of such action, suit or proceeding.

It is further resolved that before this grant and consent shall become operative the said company shall deliver to and leave with said committee a written agreement to the city to accept and, in each and everything and particular, comply with each and all of the provisions contained in these resolutions, and to well and truly at any and all times hereafter to indemnify and protect the city of Rochester in the particulars and manner specified in these resolutions, and to well and truly, at all times, comply with all ordinances and resolutions of the Common Council of said city not in conflict herewith, which have been at any time heretofore, or may at any time hereafter be passed, relating to the rate of speed, manner of running cars, general government or use of tracks, removal of ice, snow or dirt, and the general repairs of the streets within and for two feet outside of and adjoining said company's track or tracks. Such written agreement, before being executed by said company shall be approved by the city attorney. And the said railroad company, for the considerations above expressed, hereby agrees to and with said city of Rochester that it, its successors and assigns, will well and truly and at all times hereafter, fully indemnify and protect said city of and from any and all suits, actions and proceedings that may be brought or maintained by any person or corporation for on account of or by reason of the adoption or maintenance by said company of the said electric system adopted by said company, in pursuance of the provisions of these resolutions, or anything connected therewith, or any act of omission or commission by said company or any of its agents or servants at any time or times, and will, whenever requested by said city, or any of its officers, fully defend any and every such suit, action or proceeding; but the said city shall, by some of its officers or agents, in the event of any such suit, action or proceeding being brought, give notice thereof to said company, and such company shall be allowed to defend or assist and direct the defense of such action, suit or proceeding.

Alderman Kohlmetz presented a communication from Architect A. J. Warner relative to his examination of the Central Presbyterian Church spire in which Mr. Warner expressed his confidence in the safety of the spire. The communication was ordered received, filed and published.

These first ordinances were adopted: Smith street Medina stone pavement, expense, $30,750; Taylor street extension, estimated expense, $———; East avenue repairing, estimated expense, $1,480; University avenue sewer section No. 1, estimated expense $700; University and sewer section No. 2, estimated expense, $1,850. A large number of sprinkling ordinances were also adopted.

This is how the final ordinances were disposed of: Gates avenue pipe sewer, adopted; Cleveland street improvement, postponed four weeks; Haag's alley sewer, adopted; Chestnut Park widening, adopted; Henry street plank walk, postponed; Avenue D pipe sewer, adopted; Jay street sewer cleaning, adopted; Lyell avenue improvement, postponed four weeks; opening street from Stewart street north, adopted.

When the Haag's alley improvement ordinance was reached there was a slight skirmish by allegators, but it was nothing to the demonstration made when the ordinance for widening Chestnut Park came up. "Phat Boy" Babbage headed the delegation opposing the passage of the ordinance, which involves the purchase of a strip of property alleged to belong to Mrs. Foster, a widow lady living upon the street; the street having always encroached upon the strip named. Mr. Babbage explained that he had "come loaded to the muzzle," and then proceeded to demonstrate the truth of the statement. "They claim," said he, "that we are trying to rob this widow of this piece of ground. Such is not the case, for I am a widower, and love all widows to the bottom of my heart. I came here loaded to the muzzle, but I found after coming here that my guns were spiked. I shall protest, however, that if this ordinance is passed it is nothing less than robbery; larceny from the person of the tax payers."

Mr. Babbage said lots of other things of a similar character, and to show that the city already owns this piece of property, went back in history to the landing of Columbus in 1492. He gave way to H. F. Seymour, who also spoke against the ordinance. J. W. Stebbins attempted to prove Mrs. Foster's title to this property. Assistant City Attorney Sullivan was called upon to give his opinion in the matter. City Attorney Ernst's advice was also asked in the matter, and before he [illegible] expressed the [illegible] that the city attorney would keep silent. Mr. [illegible] did not keep silent, however. He urged the passage of the ordinance and got a left-handed one in on Mr. Babbage by calling him a "loquacious and delicate" citizen. Before the ordinance was passed, Assistant City Surveyor Peacock gave the opinion that the street encroaches upon Mrs. Foster's property.

Alderman Selye presented a resolution directing that Senator McNaughton and the Assemblyman from Rochester be instructed to offer a bill in the Legislature by which the state shall reimburse the city for the sums expended in the erection of the five lift bridges, $90,000. The resolution was adopted.

Mason street assessment roll was confirmed.

The resignation of [illegible]

FAVORABLE TO METERS

Plain Talk at the Joint Water Supply Committee Meeting.

A RESPONSIBLE HEAD WANTED

All Favor the Meter System and Mr. Cutler Thinks Rochester People Don't Want Any Politics in Their Water —Executive Board Discussed.

Yesterday afternoon the joint committee on water-supply of the Common Council and Chamber of Commerce held a meeting in the Common Council chamber. Although no definite action was taken and no formal report agreed upon, the meeting was of considerable importance as pretty clearly foreshadowing in its informal discussion what the main points of the report are likely to be. It seems almost certain that the report will recommend the immediate metering of all services and the adoption of a system of house to house inspection; that if it recommends a new conduit at all, it will be an all gravity line, and, further, that a very radical change in the control of the water system be at once made—in plain words that it be taken out of the hands of the Executive Board altogether.

There were present at the meeting Aldermen Kohlmetz, Selye, Schroth, Judson, McMillan, Kelly, Williams, Hall, and Messrs. Cutler, Gorsline, Booth and Rogers. The proceedings were begun by some informal remarks by Alderman Selye on the advantages of the meter system, in the course of which he made a statement that he was assured that no break that could occur in the present conduit need take more than a day or two to repair, giving Mr. Kuichling as his authority. A good many members of the committee seemed to doubt the possibility of such quick work as this, and Chief Engineer Tubbs was requested to attend before the committee to give them certain information in regard to this and other points.

In regard to this point he said that no doubt Mr. Kuichling meant to be accurate but that he had not the practical experience with the aqueduct which would enable him to be so on such points. "Merely to draw the water off from any considerable section of the aqueduct and let it on again would occupy at least a full day. He thought three or four days would be no more than sufficient time to repair any serious break, and there were places where breaks could not be repaired in less than a week or ten days.

Mr. Tubbs answered questions put by various members of the committee in regard to the effectiveness and cost of the meters now in use, and incidentally said that he had always favored metering the services as fast as possible.

The questions were of no particular significance except as they indicated a decided change of heart since four weeks ago in regard to water meters, on the part of some of the members of the committee.

In answer to a question from Alderman Selye, which was in substance, why meters cost so very much more to maintain in Rochester than they did in other cities named, Mr. Tubbs said: "Comparisons of this sort between this city and other cities are very misleading. It's a popular way of getting at facts, but a very delusive one. I am not here to enter into any discussion with anybody in regard to water meters. I am here simply to answer such questions as may be put to me, and give this committee such information as I can. I believe in regard to this question just what I have always believed, and my views have been publicly stated as often as is necessary. In regard to this matter of the expense of maintaining meters I am free to say that I don't believe there is a man in the United States to-day who knows what it costs to put in and maintain a meter for a year. I believe we will know here before long, for I have taken the necessary steps to find out. I have lately opened a book in which I open a ledger account with each meter put in. Against it is charged the cost of the meter, the cost of putting it in, its proportionate charge of the time of the workmen, of the readers, of the recording clerks, of the blanks used and every element of the cost of its maintainance. In this way, and this way only can data be obtained which will warrant anyone in saying that the cost of maintaining a meter is so much. No city in the United States has these data to-day."

Here Mr. Cutler put in a question which did not, at the time, seem to have any particularly bearing but which turned out to be of much significance before the committee rose.

Mr. Cutler: "As engineer of the waterworks, have you the control of your own subordinates? Have you the power to engage or discharge them?"

Mr. Tubbs: "I have nothing whatever to do with the appointment of subordinates, the men who read the meters and perform similar work. They are appointed by the members of the Executive Board."

A question as to what would be the effect [illegible] pump was made [illegible] increased amount of water through it, brought out from several members of the committee remarks that Mr. Tubbs need not answer, that there was no great question of the kind before the committee, that nobody had any idea of forcing any more water through the conduit [illegible] that if a new conduit were built at all it would go to the lake.

Then Chief Engineer Tubbs congratulated the committee on having reached so wise a conclusion and departed.

Then Mr. Cutler took the floor and made the bearing of his question to the chief engineer very plain indeed. Said he: "I want this committee now to take particular notice of one point, and that is this. The man who stands before the public as responsible for the water system of this city has no practical control over it at all. He is in an anomalous and unfortunate position. He ought to have absolute control of his departmental staff, appointing men who are competent where they are needed, without taking any suggestions from any man or any body of men and without regard to any political considerations at all. Politics have no place in this matter. The present system is an abuse, and I hold it directly responsible for all the enormous expense connected with this vital element of our city's prosperity. The present expensive force is ridiculous. It costs Rochester more money to let water down hill than it costs other cities to pump it. It costs us too much and there is absolutely no need of it. The business of the Executive Board is to give us all the water possible, at the least expense possible, and that is all its members have a right to consider. They have no business to take anything else whatever into consideration. The chief engineer or the superintendent or some one as responsible head of the department, whether it is Mr. Tubbs or somebody else, ought to have control of it, and he ought to be appointed without any regard to politics. Then we would have somebody to hold responsible. Now we haven't anyone. Mr. Tubbs is simply a clerk of the Executive Board. It would be ridiculous to attempt to hold him responsible. There is no reason why we could not put in and maintain 10,000 new meters at a very reasonable cost if the present system were done away with, but there is very little use of doing anything tending towards economy until it is. I am in favor of taking the water supply entirely out of the hands of the Executive Board and giving it to the Common Council, they to appoint one man who shall be the single, sole, responsible head of the department. My ideas of the Common Council since I have had a chance to meet its members are not altogether what they used to be. They are the representatives of the people, and I believe the people can trust them. I would suggest that a committee of the council should be appointed to examine into the management of the water supply by the Executive Board, or that the Executive Board be invited to present these facts to the representatives of the people. I believe when the people learn the facts, a public sentiment will be created that will put an end to the present system. I am not a politician. I don't know whether the Executive Board wants the control of the water works. Certainly it has quite enough to occupy its time without that; possibly more than enough. We representatives of the Chamber of Commerce are here simply on the invitation of the Common Council and do not feel at liberty to do more than make suggestions. But I make that suggestion, and would be understood as urging the course I suggest very strongly upon your attention."

Everybody present seemed to thoroughly agree with Mr. Cutler's views. It was suggested that putting the appointment of a commissioner in the hands of the Common Council would not be the way to get politics out of the department. Alderman Kelly said that no member of the board would dare to go back and face his constituents after voting to put out a proper man from the office of chief engineer simply because he was a member of his political party, or after voting to appoint an unfit man for no better reason. Alderman Hall agreed with him. He believed the water works ought to be controlled by a single head appointed by the Common Council. Asked if he would get up in the board and make that motion publicly, he said he would if the conditions that existed at present were not altered.

The commitee adjourned without taking any further action, but seemingly it had arrived at a perfect understanding and had nothing left to do but prepare a report embodying the above views for presentation at the next meeting of the Common Council.

Locomotive Works to be Moved.

ST. LOUIS, Feb. 4.—Correspondence has been going on between St. Louis parties and the managers of the New York Locomotive Works, at Rome, N. Y., looking to the removal of that concern to East St. Louis. It is announced that the project will no doubt go through. The Merchants' Terminal Company has offered the Rome people a large tract of land to locate the works upon.

ROCHESTER MORNING HERALD
FEBRUARY 5, 1890.

THE CITY'S WATER.

WHY IT IS SO EXPENSIVE TO TAXPAYERS.

J. G. Cutler Charges the Executive Board With Extravagance For Political Purposes and Advocates a Transfer of Power.

For an hour and a half yesterday afternoon the special joint committee on additional water supply talked water in the common council chamber. No decision in the matter was reached, but the opinion seemed general that the control of the water works department should be taken from the executive board and given to the common council, and the entire management of the department placed in the hands of the chief engineer. At yesterday's meeting Aldermen Kohlmetz, Selye, Williams, Schroth, Hall, Judson, Kelly and McMillan, and James G. Cutler, James E. Booth, William H. Gorsline and Clinton Rogers of the chamber of commerce were present. Chief Engineer Tubbs was also present at the request of Alderman Kohlmetz and upon the opening of the meeting answered a number of questions asked by members of the committee.

Engineer Tubbs said that at one time the waste of water was fully 30 per cent. of the total amount used, but that at present the waste was less, as meters had been put in many manufacturing establishments. In reply to a question of Alderman Selye, Engineer Tubbs said that he thought that the general introduction of meters would lessen the waste materially. He said that in saloons, where beer pumps use much water, meters were insisted upon. Alderman Selye said that there were 1,100 saloons in Rochester and in 700 of them there were old fashioned beer pumps using two gallons of water a minute or 2,680 gallons a day each. Engineer Tubbs added that he was decidedly in favor of water meters.

In support of his scheme of introducing meters Alderman Selye said that in Detroit where meters had recently been put in, a saving of 5,000,000 gallons per day had been effected.

The expense of the meter system was brought up and Engineer Tubbs gave some facts about the matter. He said that he had kept accounts on every meter in Rochester from the time it was put in up to date, including repairs, inspector's time, cost of reading, expenses of clerks, etc. In the first three years, he said, the expense would be small as meters are new. Then the expense increases. The only way to obtain an adequate idea of the cost of a meter system is to take the cost for several years and then average the total amount. This information no man in the United States possessed, and no one could tell whether the yearly expense of each meter was thirty cents or sixty cents.

Twenty gallons of water per capita per day for ordinary domestic purposes was given as a liberal estimate. This estimate, Engineer Tubbs stated, was exceeded by the great majority of consumers. In the residences, he said, was the greatest waste of water. The small consumers had no idea of the carelessness of servants in the matter, he said, and he related an incident illustrating his statement.

At this point Mr. Tubbs withdrew and the commitsee continued its labors. Mr. Cutler advocated a measure placing in the chief engineer's hands the entire management of the water works department. The man who stands before the community as responsible for the water works department has in reality no control over the management, he said. The chief should have absolute control; he should make all appointments, superintend all the details and feel that the management of the department was on his shoulders alone. The present system was wrong. The accounts showed it. It costs Rochester more to have its water run down hill from Hemlock lake than it costs other cities to pump its water. Engineer Tubbs had no control over the management of the department; he was merely a clerk of the executive board. This was not right. A chief engineer who can not appoint his help, but must rely entirely upon the executive board to appoint as many and such men as it choose is in an anomalous position. The system should be in the hands of the common council and to that body the engineer should be solely responsible. Politics, continued Mr. Cutler, is to blame for the excessive cost of our water system. Our water costs twice what it should and simply because of the introduction of politics into the working of the department. "I remember what Engineer Tubbs told our chamber of commerce committee some time ago," said Mr. Cutler, "and I have been doing some great thinking over that remark. I questioned him as to the [illegible] cost of pumping water at Brown's race, and he replied that it was unnecessary to ask the question, that politics was the cause. That should not be. I do not want to pay double price for water, just to further political aims."

Alderman Selye thought the department should be in the hands of a commission which should serve without pay and the details of the work should be left entirely to the engineer. Mr. Gorsline agreed with Alderman Selye.

Alderman Kelly did not favor a commission for the reason that no man could afford to give his time to the water works matter for nothing and that as a result the work of the commission would be neglected. He thought that if the people could be shown that the department was not managed right and that a change was needed, a change could be secured. The people had had sad experiences with commissions and would not countenance such a change. The common council, he thought, should be given charge of the water works.

The question of whether or not the control of the fire department should also be transferred occasioned a brief discussion. It was thought that this was unnecessary, and in the course of the debate the department was highly complimented for its promptness and efficency.

Mr. Cutler suggested that the common council be asked to request the executive board to furnish a statement of the workings of the water works department.

Alderman Judson said that he too favored the withdrawal of the control of the water works department from the executive board and the making of the chief engineer the sole responsible man.

In order to get a more full expression of opinion and give time for the formulation of a plan of action the committee adjourned subject to the call of the chair.

SECOND ANNUAL DINNER

ROCHESTER

CHAMBER OF COMMERCE,

TUESDAY, JANUARY 22,

1889.

ROCHESTER CHAMBER OF COMMERCE.

THE REGULAR MONTHLY MEETING OF THE CORPORATION WILL BE HELD ON MONDAY, FEBRUARY 10TH, 1890, AT 8 P. M.

PRESIDENT ROSS WILL DELIVER AN ADDRESS. IMPROVEMENT OF PUBLIC ROADS WILL BE A SUBJECT FOR CONSIDERATION.

VERY RESPECTFULLY YOURS,

J. Y. MC CLINTOCK,
SECRETARY.

LUNCH WILL BE SERVED.

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The Post-Express.

ROCHESTER, WEDNESDAY, FEB. 5.

or it.

AN IMPORTANT POINT.

In the discussion of the water works question yesterday by the joint committee, J. G. Cutler touched upon an important point—the defect in the system under which the water works are run.

He brought out the fact that the man who is held responsible by the public, the chief engineer, is not officially responsible at all, as he acts under the executive board, and has not even the power of appointing his own subordinates. The water works were built by a commission and put in operation by a commission; they then passed under control of the executive board, and afterwards into the hands of a water works and fire board, and then back again to the management of the executive board. There can be no doubt that the present system is a defective one; and a judicious change might be made.

But criticism of this kind leads us inevitably to criticism of the whole city government, which is costly and faulty. The board of education ought to be remodeled; there ought to be aldermen-at-large; and the complex executive machinery for carrying on the public work, ought to be thoroughly overhauled.

We are for any change that may work a little good such as that suggested by Mr. Cutler; and we are for a complete change when it is attainable.

ROCHESTER MORNING HERALD

FEBRUARY 6, 1890.

The Reception Committee.

The following gentlemen have been selected to act as the reception committee at the chamber of commerce banquet on Saturday evening: S. J. Arnold, Henry C. Brewster, George C. Buell, A. S. Hamilton, H. B. Hathaway, George E. Mumford, R. A. Sibley, W. Henry Mathews, George B. Zantzinger, C. H. Babcock, Henry L. Brewster, Frederick Will, Joseph O'Connor, John E. Morey, jr.

—Secretary McClintock of the chamber of commere desires those who are to attend the annual banquet on Saturday evening to send in the cards notifying him of their intention at once. Already, he states, a large number of notifications have arrived. The dinner will be served by Teall. J. G. Cutler will preside as toastmaster.

Democrat and Chronicle

FEBRUARY 6, 1890.

A QUESTIONABLE CHANGE.

No one will question the sincerity or purpose of the Chamber of Commerce committee appointed to consider the water supply question, but the suggestions of some of the members, in conference with the aldermanic committee, are quite likely to arouse spirited opposition. It is undoubtedly true that few features of our municipal government are without defects and it is possible that it might be advantageous were the management of the water works removed entirely from the domain of politics, but certainly this result could not be accomplished by placing the Common Council instead of the Executive Board in control of our water-works system. Were the Common Council an ideal body, perhaps it might be entrusted with the responsibility of appointing a responsible head to the water works department on a non-partisan basis, but at present our Common Council is not an ideal body. There is even a suspicion that one of the aldermen on the committee was indulging himself in a joke when he assured the Chamber of Commerce representatives that "no member of the Board would dare to go back and face his constituents after voting to put out a proper man from the office of chief engineer simply because he was a member of his political party, or after voting to appoint an unfit man for no better reason." Some of the aldermen are brave men and there are suspicions that they would dare even this.

There is logic in the proposition that the man at the head of the water works should have practical control of the department, but it is not plain that benefits are to be derived from placing the appointing power in the eager hands of the Common Council. If it is thought advisable to grant the chief engineer more extended authority it certainly is not necessary that he should become the appointee of the Common Council. The willingness of the aldermen to assume the responsibility is natural, and, it should occur to the Chamber of Commerce, as suspicious as it is natural.

The public will endorse cheerfully any action that tends to improve the management of the water works department or any other department of the city government, but when it is proposed to give the Common Council increased power, with the view of eliminating politics from the management of affairs, no offense must be taken if there is an undisguised smile of amusement.

G, FEBRUARY 4, 1

The Journal and Courier.

WILL SOON BE ERECTED.

A New Building With Large Public Hall Overhead and Restaurant Below, Adjoining the Hyperion and the Republican League — Features and Details of the Project.

A notable improvement in hall accommodations is contemplated and Architect A. R. Brown has nearly completed the plans for the same for Mr. H. A. Warner, who proposes, if sufficient inducement are offered, to erect on his lot next west of the Republican league and the Hyperion a handsome and commodious hall equal, if not larger than Loomis' in size, for assemblies, banquets, festivals, etc., and in connection with it, a fine restaurant and kitchen provided with all the modern conveniences. Several parties are already negotiating for the leasing of the premises. The building will be of brick with East Haven stone trimmings, and 112 by 40 in size and 35 feet in height, and located just west of the Hyperion, being so situated that it could easily be connected at the rear with the theater on the second floor, and at the front with the rear part of the Republican league building so that when occasion require, receptions could be given in the club parlors and the new hall used as a supper room and for dancing; also for the large college entertainments. On occasions, also, of balls at the Hyperion a banquet could be served in the hall, and with the superior facilities afforded great satisfaction could be given, such as is impossible at the present time, as the city possesses nothing adequate for the purpose, and owing to the closing of Loomis' hall March 1st next, such a place as the above is apparently a necessity. The plans call for a handsome fitting up of the building. The wainscotting and ceiling will be of ash and white wood, the floor of edged-grained pine and waxed perfectly for dancing upon. There will be fine large bay windows surmounted with two rows of cathedral glass ventilators, while several windows at each end will give light and air by day, and at night gas and electric lights will be used. Steam will be used for heating and an extensive fireplace and mantel will be located on the west side at the center of the hall, to add to the attractiveness of the interior. At the south end will be a platform or stage about sixteen feet square, and on each side of it will be two large dressing rooms, with washing and closet conveniences, etc. At the front end will be a gallery extending across. Entrances to the hall will be provided at each end, by means of wide staircases to the concrete walk adjoining the Hyperion; also a wide front stairway will be provided. The restaurant below will be fitted up with every convenience. The kitchen will be nearly forty feet square, provided with ranges, boiler, broilers, pastry ovens, carving tables and refrigerator rooms, etc., together with laundry accommodations in the basement and dumb waiters to the hall overhead for use at banquets. The building's front will be eighty feet back from the street. Mr. Warner has plans also for the erection of a fine large building in front, but this is a matter of the future.

ROCHESTER EVENING TIMES

WHILE the chamber of commerce is undoubtedly deeply interested in the welfare of our city and it is doubtful if the community could exist without its combined wisdom, some of its members can think the queerest thoughts and say the most astonishing things of any citizens the public ever heard of. It has been for some time suspected that a few of these Napoleons of thoughts and ideas were laboring under the impression that the chamber of commerce was about the proper body to control the interests, business and otherwise, of Rochester, but if such a thought was entertained it never appeared in words until recently. The proposition so boldly stated by a zealous member of the chamber of commerce to transfer the management of the water works department from the executive board to the common council would be ridiculous were it not that it has a deeper meaning than appears at first glance. Undoubtedly it would be a good thing to remove from politics the water works and some other departments of the city, but just how that desirable end could be attained by taking them from the executive board and placing them under control of the common council this zealous member of the chamber of commerce does not make clear. The members of the common council are all right enough as the board stands to-day, but no one can tell what future elections may develop and, on general principles three men can be cornered up and counted in an emergency a trifle easier than can sixteen. We really do not see the necessity for the chamber of commerce to longer wear a mask. Why not come right out and demand the keys of the municipality and see how easily they—will so get them?

Democrat and Chronicle

FEBRUARY 7, 1890.

A Marked Distinction.

To the Editor of the DEMOCRAT AND CHRONICLE.

SIR: While I did notice that it was implied in your report of the joint water committee's meeting on Tuesday afternoon, that the Chamber of Commerce committee had recommended a transfer of the Water Works Department from the Executive Board to the Common Council as a means of removing it from political influence, I did not expect the absurdity would be taken up, editorially, or that any intelligent person would fail to see that we had simply assented to the proposition that if the Common Council would agree to make the chief engineer definitely and fully responsible for all the details of management of the Water Works Department, we would rather see the transfer made than to have the present system continued. We did not at all assume that the change might not be made without such transfer to the Common Council, and I emphasize very strongly in what I said, that I believe the Common Council should recommend such a change and endeavor to bring it about. The bouffe element in our municipal system is sufficiently pronounced without such a contribution to it as you have accused us of making. Regretting that you should have made it necessary for me to trouble you with this letter, and still in some doubt as to whether your editorial may not have been intended as a bit of facetiousness, I am, very truly yours,

JAMES G. CUTLER,

Rochester, N. Y., Feb. 6, 1890.

DINNER PREPARATIONS.

The Chamber of Commerce Will Outdo Even Itself—The Toasts.

The members of the committee having in charge the arrangements for the annual dinner to be given to-morrow night are confident that it will be the most interesting as well as the most elaborate banquet given by the Chamber of Commerce during its existence. Never before have the preparations been so elaborate, nor has so much money been spent on the necessaries. The acceptances already indicate an attendance of at least two hundred guests including nearly all the most prominent men in Rochester, and many equally prominent in business circles in sister cities. The only thing that grieves Secretary McClintock's heart is the fact that some laggards have not even yet let him know whether they mean to be present or not, and consequently he fears that at the last minute the committee cannot provide for the comfort and enjoyment of these late comers as thoroughly as it would wish to.

J. Alexander Hayden who has full charge of the decorations says they will be the handsomest and most unique ever provided for a banquet in this city. Double the amount of money that was spent last year has been expended upon them, and Mr. Hayden has thought out a scheme of decoration so original that he feels certain that all present will be more that satisfied with the effect. Not to spoil the surprise, he declines to make the details public. Music will be furnished by Meyering's Orchestra.

The list of toasts is as follows: "Our Guests" Hon. George F. Danforth; "A Commerce that can be Continental" Hon. Erastus Wiman; "Our Merchants" John Fahy; "Our Parks" W. C. Barry; "Our Manufacturers" Eugene T. Curtis; "Our Clergy" Rev. Max Landsberg; "Our Matters and Things in General" J. H. Stedman; "Our Loan Associations" J. H. Foley; "Our Press" Samuel H. Lowe; "Our New Building" George C. Buell, "Our Bankers" H. C. Brewster; "Ourselves" Lewis P. Ross.

James G. Cutler will preside as toastmaster.

To Buy Up Gas Companies.

BOSTON, Feb. 5.—J. E. Addicks, president of the Boston gas company, when asked to-day concerning the reported gas trust, said: "It is not a trust. It is simply a company of men who are interested with a large English syndicate which is ready to go on and buy up gas works in this country. It will be an American company. The company's stock will be put out some time in the spring, both in London and in this country. The capital of the company is to be $50,000,000. I am the representative of the English capitalists in the matter."

ROCHESTER RETAIL MARKET.

What Consumers Have to Pay for a few of the Table Delicacies.

—Celery 5 cents a bunch.
—Chicory 4 cents a head.
—Green peas $1. 50 a peck.
—Schives 15 cents a bunch.
—Radishes 4 cents a bunch.
—Figs 15@20 cents a pound.
—Lettuce 3@4 cents a bunch.
—Tomatoes 8@10 cents each.
—Oysters 30@40 cents a quart.
—String beans 25 cents a quart.
—Pineapples 40@50 cents each.
—Oranges 15@50 cents a dozen.
—Choice apples 40 cents a peck.
—Water cresses 5 cents a bunch.
—Strawberries 75 cents a quart.
—Sweet potatoes 5 cents a pound.
—Cucumbers 35@40 cents a dozen.
—Bermuda potatoes $1. 00 a peck.
—Cranberries 18@20 cent. a quart.
—Lima beans 12@15 cents a pound.
—Choice honey 14@15 cents a pound.
—Malaga grapes 30@40 cents a pound.
—Bermuda onions 15@20 cents a pound.
—Vegetable oysters 4@5 cents a bunch.

ROCHESTER MORNING HERALD

FEBRUARY 7, 1890.

IRONDEQUOIT BAY.

WILL IT BE MADE A NAVIGABLE BODY OF WATER?

Congressman Baker Will Work for a Great Improvement—It Would Cost $400,000—Rochesterians at the Capital.

Special dispatch to the Morning Herald.

WASHINGTON, Feb. 6.—"I received to-day," said Representative Baker to the HERALD correspondent to-night, "a telegram from B. Frank Enos asking what the chances were for an appropriation for Irondequoit bay. I have made an appointment with the river and harbor committee to appear before it next Saturday, to advocate the improvement. The engineer in charge of the Rochester district thinks that the cost of opening a channel between Irondequoit bay and the lake will be something like $400,000, and does not think that the scheme is entirely feasible at present. Nevertheless, with the backing of the Rochester chamber of commerce I propose to urge upon the committee its importance, and I hope to get an entering wedge so as to ultimately accomplish what is desired.

"It will take two or three years to complete the work, even if the entire appropriation was made at once.

"The proximity of Irondequoit bay to Genesee harbor is in the opinion of the engineer in charge the only argument against the improvement. I hope to get favorable consideration for the bill from the river and harbor committee."

Colonel Daneli S. Curtiss died in this city to-day after a very painful illness of three weeks. He was born in western New York in 1814 and during the administration of President Van Buren held an editorial position on the Rochester Daily Advertiser, then owned by Mr. O'Reilly whose daughter became his second wife many years afterwards. In 1884-5, he edited and published at Perry, Wyoming county, a weekly paper called the Countryman. He came to this city after serving gallantly in the war and was given a place in the treasury department. Although he had passed his seventy-fifth birthday his mental faculties were unimpaired and he held his position until he left his desk on the 19th of last month on account of his illness.

Frank Amsden and his wife and Mrs. J. W. Gillis of Rochester are in Washington to-day on their way to Florida.

S. B. Roby of Rochester, who is here in attendance upon the executive council of the board of trade, and D. M. Hough, the delegate of the Rochester chamber of commerce to the shipping league convention, were among the callers on the president to-day.

The board of trade has adjourned to meet in New Orleans on the 8th of next December. W.

A ROCHESTER COMPANY IN BUFFALO.

A franchise for a new street railroad in Buffalo, covering fifty miles of the principal streets and penetrating to every part [illegible] ity, was sold yesterday to [illegible] bidder. And the highest [illegible] a Rochester company with a capital of $500,000, which agreed to pay 11¾ per cent. of its gross receipts to the city for the privilege.

Buffalo is to be congratulated on the promise that goes with this sale of getting better street railroads, better cars and an improved service. The street car service of Buffalo has been wretched, the cars mean and dirty and without heat in the winter. Several of the Rochester gentlemen interested in the new line in Buffalo are members of the company which recently bought the street railroad property in this city and is now asking permission to change the motive power from horses to electricity.

The price, 11¾ per cent. on gross receipts, may seem to be high, but it is evident that a street railroad franchise in these days of growing cities is very valuable.

CONTROL OF THE WATER WORKS.

At a recent meeting of the joint committee on water works representing the council and the chamber of commerce, Mr. Cutler of the chamber of commerce raised the question of the present control of our city's water works system and declared himself in favor of placing the entire system in the hands of the chief engineer and holding him responsible for its management.

This principle of concentrated power and responsibility has been advocated by the MORNING HERALD for years. We would be glad to see it applied to the entire city government, but, failing in that, to any one or more departments of the government.

Another proposition that met with some favor at the meeting noticed contemplated the depriving of the executive board of the control of the water works and placing it in the hands of the common council. That suggestion is simply absurd. The people of this city have as much confidence in the executive board as they have in the common council. If the former is afflicted with chronic politics so is the latter, and the proportion of the evil in the two respectively is about as three to sixteen. In other words, bad as the executive board in the matter referred to may be, the council is at least five times worse. If any one is so simple minded as to suppose that there would be less politics in our water works if they were managed by the common council instead of the executive board, we can only pity him in his demented condition.

But if the chief engineer is to have absolute control of the water works how shall he be appointed? That is the question. If the city had a charter under which the mayor appointed the chiefs of departments the difficulty would be solved. Until we can get our charter revised so as to provide for such action on the part of the mayor there can be, so far as we can discover, no better plan than the one now in operation. We understand its evils as well as others, but there is nothing to be gained by substituting the council for the executive board, simply for the sake of a change.

THE general manager of the Boston and Maine railroad has issued an ukase that no signs be permitted on the fences alone the line of that road. He had the offensive emblems counted up, found the number 3,500, estimated to have cost $10,000. It was a mighty poor lot of advertising for the money, and the railroad men are now going along with whitewash-brushes and marking it all out. There is another chance for other railroad managers to follow the example thus set them.

LOSS OF OVER $120,000.

Damage Resulting from the Hunt Box Factory Fire.

The loss arising from the burning of J. K. Hunt's handsome brick building at the corner of Mill and Center streets early yesterday morning, an account of which was published in yesterday's HERALD, was estimated by the various interested parties yesterday. The total loss foots up $121,400, with an insurance of about $50,000. The Hunt building, which was totally destroyed, cost $40,000 and was insured for $20,500, divided among four companies. The loss on the box factory stock and machinery is placed at $30,000, with $10,300 insurance among four companies.

Ross, Levis & Pifer, whose shoe factory was located in the building, place their loss at $27,000, with an insurance of $17,500. The "Trix" manufacturing company, which also occupied a portion of the building, estimates its loss at $3,000, with an insurance of $2,000.

R. Whalen & Son, whose office in the building adjoining on the north was crushed by a falling wall, place their loss at $500. In the office was a quantity of tobacco ready for shipment and this was destroyed.

A falling wall also crushed in the roofs of two small buildings belonging to the Kidd estate, on the north of the Hunt building, and did damage to the extent of $1,000. The Rochester machine screw company occupied the buildings and its loss is $5,000, covered by insurance.

The Callihan building, a three-story structure adjoining the Hunt building on the east, was also burned, entailing a loss of $3,000, partially covered by $1,500 insurance. Michael Brown occupied a portion of the building as a saloon and puts his loss at $500, with no insurance. Sarah Nelligan conducted a boarding house in the same building and estimates her loss at $2,000. She carried no insurance.

The Vanderbilt house across the street from the Hunt building was damaged by fire to the extent of $1,000. It is owned by ex-Alderman M. H. Fitz-Simons. A. Kaufman, who conducted a saloon in the building, estimates his loss at $400, and the families who occupied the upper stories place their aggregate loss at [illegible]

South of the [illegible] building a large quantity of lumber belonging to J. B. Stevens & Son was burned, entailing a loss of $6,000, which is covered by insurance.

The firemen played on the building all of yesterday morning and it was not until 12:10 P. M. that the signal to shut off water was given.

Mr. Hunt is not at all disheartened by the destruction of his new building and says that he will rebuild at once. Ross, Levis & Pifer have already ordered new machinery for their shoe shop and will be running again as soon as they can secure quarters.

During the progress of the fire, Gottlieb Ashbruck, a 17-year-old boy, attempted to escape from the Vanderbilt house and severely cut one hand. He was taken to the City hospital.

It is stated on behalf of the executive board that box 91, on the cotton factory, the nearest one to the scene of the fire, was in perfect order and could have been pulled yesterday morning. It is thought probable that the watchman, in his haste and excitement, did not put the key in far enough and so was unable to open the box. After the fire, about six o'clock, Mr. Handy, Superintendent Barnes' assistant, went with the man to the box, and the watchman opened the box three times with the same key that he had when the fire broke out.

TO HELP BUFFALO.

Rochester Men Buy a Street Railroad Franchise There.

The franchise for a new street railroad company in Buffalo was sold by the controller of that city yesterday afternoon and it was bought by a Rochester company.

At 11¾ per cent. of the gross receipts.

The proposed road is fifty miles in length and covers nearly the whole of the city of Buffalo, traversing fully or partly every important street in that city. The bidders were a local company, a company from Philadelphia and the Rochester company. About the time the latter company was bidding at Buffalo its articles of incorporation were being filed in the office of the secretary of state at Albany, under the name of the Crosstown Street railroad company of Buffalo. The capital stock is $500,000 divided into shares of $100 each. The incorporators are: John N. Beckley, M. H. Briggs, Arthur Luetchford, George Wilder, A. G. Yates, Frederick Cook, F. W. Smith, H. Bartholomay, jr., C. A. Williams, George Darling, H. M. Butler, C. H. Blakeslee and J. H. Gregory. The three last named are New York men.

The Buffalo Commercial says:

After the sale had been consummated there was a general "buzz" among the prominent gentlemen present. The two Buffalo companies looked a little blue, but said nothing.

Many expressions of delight were heard among the outsiders while chatting in the corridors, that a new company had stepped in and would now help Buffalo to boom. "But it comes from an unexpected quarter," put in a wag. "Who'd a thought it? Rochester coming up here to boom Buffalo. I'll wager a new hat they're in with the old street railway."

"Nonsense," spoke up another gentleman. "They came here in good faith, the same as the Philadelphia gentlemen who are associated with the Buffalo electric and cable company, or those connected with the Citizens' electric company. They saw a good opening here to invest their money, and I for one hope they'll make lots of worth. I say all hail to the enterprising Flower Cityites."

"Why didn't the Buffalo street railroad bid for the franchise?"

"Ask me something easier. They know what they are doing, however. Perhaps they have all the railroads they want."

And so the conversation varied. The franchise is sold, and now wait for the new electric road and we'll all take a ride!

THE TOAST LIST.

Gentlemen Who Will Speak at To-morrow Evening's Banquet.

The arrangements are now about completed for the annual banquet of the chamber of commerce to be given to-morrow evening. It bids fair to be a notable gathering of Rochester's business men. Teall will serve the dinner. This announcement is sufficient to guarantee the excellence of that portion of the entertainment.

James G. Cutler will act as toastmaster and the following named gentlemen will make responses: "Our Guests," Hon. George F. Danforth; "A Commerce That Can Be Continental," Hon. Erastus Wiman; "Our Merchants," John Fahy; "Our Parks," William C. Barry; "Our Manufacturers," Eugene T. Curtis; "Our Clergy," Rev. Max Landsberg; "Our Matters and Things in General," J. H. Stedman; "Our Loan Associations," John H. Foley; "Our Press," Samuel H. Lowe; "Our New Building," George C. Buell; "Our Bankers," Henry C. Brewster; "Ourselves," President L. P. Ross. One of the main features of the evening will be the address on commercial union by Hon. Erastus Wiman.

"THE unexpected always happens in these street-railroad fights," says the *Buffalo Express*, and sadly adds: "They came from Rochester." It was Rochester enterprise that bid in the rapid transit franchise in that city Thursday, and really, the *Express* must begin to perceive that it was a great thing for Buffalo. With energetic Rochester men interested in its development, Buffalo's boom may have something more substantial than wind.

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SUNDAY MORNING HERALD.
Rochester, N. Y.
SUNDAY MORNING, FEB. 9, 1890.

ELECTRIC STREET CARS.

The contract the new street car company submitted at the last meeting of the aldermen through the special council committee seems to be honestly drawn and to be fair to all parties concerned. The company is certainly enterprising and its managers are showing a disposition to make great improvements in surface transit for Rochester at large expense. We believe the response of the public will be quick and liberal. It certainly ought to be, because nothing is more needed to make Rochester a model city for residence as well as for business than provision for traveling from place to place within its limits comfortably and speedily. Heretofore strangers who have been impressed by the commercial resources, social acquirements, and general beauty of Rochester have shrugged their shoulders and looked disappointed after an unpleasant experience on our slow-going, stuffy bob-tail street cars. With all the business in the control of one company, that company can afford to give first class service provided it is not hampered by the obstinate opposition of men of small calibre.

The SUNDAY HERALD believes the new company is desirous of operating its lines on a broad basis, on the principle that such a bidder for public favor must anticipate and supply what the public demands. It is in a similar spirit that we wish to see the company treated by both officials and private citizens, especially the latter, whose consent for putting up electric wires will be asked. In considering the question it should be remembered that with electric cars the annoyance from dust and from the litter of horses will be entirely done away with and they are infinitely greater than a wire eighteen feet high. If the metering system of selling water be adopted the former feature will be of great advantage to those citizens who will be asked to allow an electric wire to be stretched in front of their premises.

A great deal of the public disapproval of overhead wires has resulted from the neglect to keep such wires in order and the carelessness of men employed to handle them. The street car company's contract provides for the most excellent care in both the construction and the maintainance of its wires and it is perfectly rational to assume that the company will, from motives of self-protection, do its utmost to avoid accident or inconvenience to its patrons, among whom it reckons every individual in the city, in contradistinction to the electric light companies, which have only a limited number of customers and are not, therefore, so solicitous to please the public.

There should be a general co-operation among citizens to aid the company in getting the requisite consents and concessions so that the long-needed rapid transit shall not be further delayed. The feeling of citizens toward this company should be guided by motives of public policy, and no one should show a disposition to harrass the promised improvement by frivolous objections, such as are sometimes made more in the spirit of personal cussedness than because there is a valid excuse for such obstructive tactics. Let us all join hands and earnestly aid this progressive movement for the betterment of Rochester and its residents.

BUSINESS MEN OF ROCHESTER.

The best thought, the most progressive spirit, the enterprise and the experience of several of Rochester's business men, as produced at last evening's Chamber of Commerce banquet in the speeches there made is given in this issue of the SUNDAY HERALD. More than the usual amount of space is given to what was said last night because we believe that many business as well as professional men who were unable to attend the banquet, will find these addresses especially interesting and instructive reading. In the quiet of their homes, away from the business cares that beset them during the week, our readers can, to-day, carefully read and digest these excellent addresses on business and social topics, and can then get a better and more complete understanding of the city's resources and of its varied and mutual dependent commercial interests than have heretofore been presented for their consideration.

We believe that good results will follow these annual meetings of the representative citizens, because their tendency is to deduce from varied and sometimes antagonistic personal opinion and wishes a broader basis of concerted action for the furtherance of any general plan that will be of mutual benefit to all who live or do business in Rochester.

The addresses cover wide and divergent lines of thought and are valuable, not only for what they contain, but for what they suggest. Beyond and above everything else they show that Rochester, as a city, is prosperous, progressive and on a far higher moral plane than are many other more pretentious municipalities. They will teach thinking people the value of energy and integrity as factors in a business career and we believe they will inspire all who read them to feel greater pride and interest in the general welfare of the city of their residence than they have heretofore possessed. Let the speeches all be read. Every one of them is worthy of careful perusal.

No 42602

BANK
OF THE
UNITED STATES
In account with
Rochester
Chamber of Commerce
Trustees Building Fund.

CHAMBER OF COMMERCE

ITS THIRD ANNUAL BANQUET HELD LAST EVENING.

Complete Report of All the Speeches Delivered—Splendid Catering—Large Attendance and Great Enthusiasm Among the Attendants.

The third annual banquet of the Rochester Chamber of Commerce was held last evening. The catering was by Teall and was simple perfect. Mr. J. G. Cutler made a model toastmaster. By extra effort the SUNDAY HERALD is enabled to give a complete report of the speeches in response to the toasts which were as follows:

Our Guests	Hon. George F. Danforth
A Commerce that can be Continental	Hon. Erastus Wiman
Our Merchants	Mr. John Fahy
Our Parks	Mr. William C. Barry
Our Manufacturers	Mr. Eugene T. Curtis
Our Clergy	Rev. Dr. Max Landsberg
Our Railway Facilities	Mr. George H. Daniels
Our Matters and Things in General	Mr. J. Harry Stedman
Our Loan Associations	Mr. John H. Foley
Our Press	Mr. Samuel H. Lowe
Our New Building	Mr. George C. Buell
Our Bankers	Mr. Henry C. Brewster
Ourselves	Mr. Lewis P. Ross

In introducing Mr. Cutler, the toast master of the evening, President Ross said:

The pleasant duty devolves upon me of extending greeting and hearty welcome to you all at this, the third annual dinner of the Chamber of Commerce. It is especially gratifying to us to see so many representatives of our city government with us to-night. Although it is but the third one of our annual dinners, it has already become an event to which we all look forward with pleasure as the social event of the year. The social element in our Chamber of Commerce is one that is well for us all to seek to build up and extend. It is good for men to know each other; by personal knowledge they come to have an appreciation and respect for each other, which does not come in any other way, and which in our organization tends to produce that unity of thought, unity of purpose and unity of action which makes it vigorous, efficient and powerful. It is an old adage that "the surest way to a man's heart is through his stomach." I am very sure that we have by the admirable menu placed before you by our most efficient committee, captured the heart of each one of you. We now propose by a still more delectable menu to capture the brains of each one of you. One of our own members has been chosen to announce this menu to you, and from my knowledge of him and his reputation, I do not doubt it will be done in a manner both elegant and attractive. I now have the pleasure of introducing to you as toast master for this evening, Mr. J. G. Cutler.

J. G. Cutler.

GENTLEMEN:—We celebrate the auspicious commencement of the third year of our corporate existence. It is not necessary to speak of the past, the representative character of this audience shows conclusively your satisfaction with the record thus far made, and implies your confidence for the future. It is of the future that I propose to speak in the briefest possible way.

The Rochester Chamber of Commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester.

Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable.

Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester Chamber of Commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester Chamber of Commerce to take the lead in modernizing our antiquated charter, and in introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on. But this is not to say that the society is to occupy a position of antagonism toward any officials who are endeavoring to give us the best government which the defects in our system will permit, or who will honestly aid in measures of reform.

Impatient under abuses which waste his substance and subject him to annoyances which it is one office of good government to prevent, the indignant taxpayer commonly charges individuals with a responsibility which, in this city, at least, more properly belongs to a defective system. Let us have first the best, that is, the most business like organization of the various departments; then, if abuses persist, responsibility can be located and bad men retired to private life.

Geo. F. Danforth.

Judge Danforth responded to the toast, "Our Guests." He said: In accepting the invitation to respond for "Our Guests," I accepted a great responsibility. We are thankful to you as a body, gentlemen of the Chamber of Commerce, for the entertainment we have received. I have learned from your toastmaster's remarks and from reading the charter of this body, that you represent the citizens of the United States. Your field is, therefore, a broad one. We want everything that is good in every direction, including Canada. Therefore the Chamber of Commerce will advance our interests by advancing the interests of the nation. This institution has no politics. Whatever is to be accomplished by the Chamber of Commerce is to be done by an association of private citizens. As guests we are proud of such an organization, and I heartily endorse what the toastmaster has said about such methods as this body is to pursue. Through the instrumentalities which the municipality offers to us shall we [illegible] power has been [illegible] is revolution. We know what this body has done to advance the interests of the city. For the future of this Chamber I wish all sorts of prosperity.

Erastus Wiman.

Mr. Erastus Wiman replied to the toast, "A Commerce that can be Continental." He said: The conditions that surround life in our day are so vastly improved as compared with those that existed one hundred years ago, that one wonders what kind of progress was made in all the years that preceded the present Century. Even in the seventeen hundred years since the Christian era, leaving out of the question the three thousand years before the birth of Christ, the progress towards advancing mankind until the present century was exceedingly meagre. The single circumstance, above all others, that seems to have contributed most to the perfection of living, to the prolongation of life, and to all that makes up our present rounded, perfected existence, was the discovery of America. Following this discovery, after three hundred years of preparedness, the next most important event in the world's history was the development of the principle of self government, the growth of self-reliance and freedom and ample opportunity which followed the creation of this nation. The proof that the discovery of this continent and its subsequent development by self government has been the main spring of the progress of the world is found in the contemplation of the conditions which would have now existed in Europe had not these events occurred. Picture, if you can, the narrow areas of respective Fatherlands of this country, crowded with the natural increase which has occurred within the four hundred years. The sustenation of life from the narrow spaces to be cultivated would have been the most difficult problem, the crowded homes, the ill health from want of ventilation and a thousand other things would have made life almost a burden; with governments of necessity more than ever despotic; with armies more than ever numerous and dominant, the spectacle of Europe without free America at this stage of increasing humanity would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth and amid discouragements the most overwhelming and local difficulties that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. The consequences that have followed the discovery of Columbus in the three hundred years of slow occupancy of even a fringe of the coast, the period of preparedness for the great event of American Independence and all that has since occurred from that great milestone in the progress of mankind, the consequences are more stupendous in their influence upon mankind, than almost all other events in history combined since the birth of the Savior. The Development alone, in the power to produce food products, is so plainly a providential interference for the sustenation of life that no one can hesitate to believe is not only a divine Providence; but that the discovery, growth and development of this country is an especial exhibition of its power and purpose. With all this in view and with grateful hearts and the proper apprehension of the great heritage which we on this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: "We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind."

With such an apprehension of the land we occupy, does it not look as if there was a necessity in the fulfillment of the designs of Providence, after the discovery of the continent that mankind should take on a nobler form of manhood than had been universally existing up to that day? It seemed incumbent and in the providential order of things that the experience, self-reliance and enterprise, born of self-government, should be demonstrated, so that the material resources of this country could be conquered and made available to the fullest extent for the benefit of mankind. Previous to this experience about the only nation that had achieved self-government was the English speaking people, and it is a significant circumstance that not only from out of that nation should spring the elements of self-government, but that as against it and in fulfillment of the principles which it had taught, an independent existence should have been sought. Prior to the declaration of independence the bulk of mankind had been rigidly ruled. They had been dominated by force of arms. Even after the French revolution, which was the lurid outburst of mankind against tyranny, and even up to to day in vast stretches of continental Europe there are few indications of self-government. Even in enlightened France the peasantry are only slowly acquiring a knowledge of the great privileges with which they are endowed, while in Belgium and Prussia, in Austria, in Turkey, and especially in Russia, what are the evidences of enlightened freedom? Among the common people what are the signs of intellectual progress or of material advancement in the condition of the people as compared with the advancement on this continent?

So that in the discovery of the continent, in its revelation to mankind, the fitting supplement has been the successful experiment of self-government, resulting in a development, not only in wealth and material progress, but in the development of a people in the highest degree fitted to make the most of the vast resources which God in his providence has bequeathed to them and to get from it the advantages and most ample provision for our own and that of mankind at large. But stupendous as has been the progress which now begins to be realized, up to this time it has been confined to only one-half of the continent. The line of demarcation which was created by the Declaration of Independence, dividing this vast heritage of mankind into two parts—the line broadly consisting of the St Lawrence, the great lakes and the forty-fifth parallel still exists. North of this line extends a country the extent and wealth of which begins to dawn now upon the public mind. Its possibilities are measured alone by what has been secured south of this line. It still, and perhaps will continue to be under the nominal control of the British government; but for trade purposes it ought to be made as available and as profitable as new states added from time to time to the Union. It possesses the attributes of a complement to the southern half of the continent that declare it to be the intention of Providence to make it a vast economic whole, so that one-half of the continent may be augmented and benefitted by the other part. The results of the progress within the United States have been so complete that now in the last decade of the nineteenth century a period seems to have been reached when a sense of limitation seems to the American mind is apparent. The tier of states to the extreme northern line has already began to be taken in. Along the coast of the Pacific a series of great commonwealths have been located, while to the south of the Rio Grande a vast empire within the Union is already being created.

If the trade of the United States is to be continental it must include the country beyond the border line on the north. This line at present consists of a tariff wall aptly compared to a barbed wire fence four thousand miles long; against this wall the commerce of the United States beats like a wave and rolls back upon itself. Practically it is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier—to remove it entirely—is the object now being sought by agitation, which, without the shedding of a drop of blood or the expenditure of a single dollar, would greatly increase the commerce of both countries. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. [illegible] of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one-half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent a new progress would be created with a rapidity finding a parallel in what has already occurred here. Again there is an absolute necessity for a supply of free raw material in order that goods can be manufactured at a price that will enable them to enter into competition in foreign markets. Canada has an unlimited supply of this material in iron, in wood, in copper, in silver, in coal, fish, salt, fruit, and in many other things; so that she practically can be made a great treasure-house. In the development of which not only will new markets be created, but opportunities for profit afforded similar to those which have prevailed in the south. Recalling the progress of the last hundred years in the United States no greater event is possible than the opportunity that is now afforded to make available all the advantages of a commerce to the north with a country of equal area, equal riches and essential to her progress and prosperity. So far as Canada is concerned, at no time were the circumstances so favorable to a closer trade relation with this country than at present. Her geographical position, the experiment of protection in a meagre restricted country, much retarded development of natural resources and lack of success in material growth all point to the necessity of a change. The Conservative party, now in power, practically condemn an enlarged relation with this country. This is shown by their harsh interpretation of the fishery treaty of 1818, the disinclination to furnish bonding facilities, a hostile tariff and offensive policies all along the lines. On the other hand the great Liberal party [illegible] [illegible] adoption of [illegible] would beget a majority in parliament favorable to the admission free of duty, into every part of that vast territory, every article produced south of the border, while a duty would continue to be exacted on merchandise imported from England. A spectacle would be presented of nearly one-half of the British empire, comprising 40 per cent. of its present area, discriminating against the goods from another part of that empire, but admitting those from its commercial rival free. It would be hard for the British Parliament and the Imperial government to consent to this arrangement, but, if the people of the United States are inclined to put them to the test, these conditions can be presented to them. The result of a denial would be fatal to British connection, and the control by the British Empire of the greater half of the North American continent. The result of acquiescence in such a proposition would be a changed character in the future of that region, a large immigration, a rapid development, and a close contact with the American people, could result only in such terms of intimacy as would be highly beneficial to both.

Mr. Wiman said that if the finger of Providence was plainly visible, first, in the discovery of America by Columbus,—if it was equally visible in the Declaration of Independence and the marvelous results that have followed in the creation of this great nation—it plainly pointed also in the direction of making available the whole continent. The experiment of colonial government north of the lakes and the St. Lawrence, compared with that of republican government in the south, had not been a brilliant success so far as development of material resources is concerned. True, Canada is the freest country under the sun; true, a political contentment exists there hardly paralled elsewhere in the world; but it was a fact nevertheless that for want of an outlet, from climatic disadvantages, and because of the long line of provinces, disunited and unconnected by close commercial ties, there had not been a success achieved anything approaching that which in the states of the Union was apparent. A period in the history of both countries, however, has been reached when, by the breaking down of the barrier between them, enormous advantages might be gained to both. The extension of the commerce of the United States to boundaries beyond its own limits was the next thing in the order of time. Everything pointed in that direction. The assemblage of the Pan-American congress indicated a desire for larger trade areas. That there was an abounding necessity in this direction no one for an instant doubted. We were sending out in export of raw material this autumn products equalling one and a quarter million dollars per day; and if we could duplicate this by sending out manufactured goods to a like extent how highly advantageous would it be for the country generally? A contribution in this direction would result from the extension of our commerce through the whole continent, by breaking down the barrier between Canada and the United States, greater than from any other event that could occur. The speaker urged the members of the Chamber of Commerce to look into this question and make it a practical one, so that the trade of Rochester should not be limited to Lake Ontario, but extend as far north as human life could exist.

John Fahy.

Gentlemen of the Chamber of Commerce:

In responding to this toast I am well aware of my inadequacy, and I regret that you must be made aware of it also, for it is a subject that asks for more reflection than I can bring to it this evening. A response to the toast, "The Merchants of Rochester," ought to come from one of those old heroes among our merchants who has stood the battle and the breeze, from away back, long before my time, and who landed our city, after many buffetings and strains to her present proud position among her sisters in the land.

Our present good standing must have come from sure footings and the merchants who laid these foundations deserve the honor of the occasion. Time was when our fair city, now the most beautiful in the galaxy, walked in the valley and shadow and death—lived under a cloud at a time when the struggle for existence was an anxious one; but the fight was fought and won, and here we are to-night banqueting, and let it be to the good old crew that landed us here so cheerily this evening.

You all have heard that in the early days Rochester merchants never doubted that in the great struggle to rear up this fine structure many had fallen on the field, as in every effort for position and success, but enough came out victorious from the contest and they have made up this wholesome aggregation called the Flower City, of which we are so proud. Every man who has entered the busy field of merchandising and won his way to success in the face of all the ups and downs of commerce, can well appreciate the difficulties that beset merchants when credit and prospects were not as well established as now, when real estate went begging for a few dollars an acre where now it is worth thousands a foot; so much so that this Chamber of Commerce finds it difficult to-day to purchase a site unless at a fabulous sum.

As hard and as long as the road seems now to individual success with all modern facilities at our back, think of the time in the periods just past when this beautiful city was being dug out of the swamp! With gratitude then we owe the older merchants, many of whom are with us to-night, the honor of having made this brilliant gathering possible.

To be a merchant now, much less in the past, and be able to write success on your banner, is not all it seems to men of other callings. I have often been told by doctors and lawyers and teachers and editors that they wished they were merchants instead, that success, money making, and all the good things, seemed to be within the grip of the merchant. Little these knew what constituted success. They forgot the trials, the roads strewn with wrecks, the bleaching bones on the sandy plain, all to be traversed and overcome before you reach the golden gate.

This gathering of successful men that greet one another here do not wear their spurs by inheritance. Every merchant that is a real success wins his position by honesty, energy, pluck and fitness. These qualities, these four sides to a square, mathematically as well as morally, are the only lines upon which a successful issue is worth the having. A manly merchant never thinks of other methods. He is disgusted with his calling when rivals, often temporarily successful and in the inscrutable ways of Providence, often continuously so, demean the proud position of merchants by unmerchantable methods, by fraud and consequent failures, thinking to make, by using the result of these frauds in unfair competition, and often dragging down honorable men in their final discomfiture. But it has come to be appreciated, now more than ever, and I believe it is fast coming to a practice as well as a theory, that there is but one way to carry on mercantile transactions. It may work hard for awhile, it may compel you to walk the floor, you may be sorely tempted; but hold fast, don't give up; you will soon hear the slogan of relief. That way is plainly the old way—do to others as you wish to be done by. That will fetch 'em every time sooner or later. Merchandising built on that rock in small or large transactions according to calibre will never split.

The merchant being the great factor in all worldly transactions who makes or unmakes values and controls all our earthly possessions, has to do with the things that excite our greed, our vanities and pleasures, he ought to be an honorable man, like Cæsar's wife, above suspicion.

Our future history depends upon the merchant. All that remains of the former greatness of Venice and Genoa and other great cities of the past, are the grand monuments and palaces built by their merchant princes. In them we read their greatness and without them there would be little to mark their splendor [illegible] remain.

A great responsibility devolves on the merchant of to-day. With no primogeniture and knowing the decay and also the destructiveness of fortune upon those who had no hand in its accumulation, it behooves the merchant in his day of prosperity to use this great power in the affairs of the world in such a way, in some practical monumental, testimonial form as shall mark the fact for the good of mankind that he lived and did some good.

Merchants, too, should be educated men. I know that another impression obtains in this respect, but, to my thinking, no man requires it more than he who buffets fortune and the world so lustily. Every study of a classical education is a discipline and a guide to his calling, and the educated man builds on a higher plane. If the law and medicine and the church require it in the nice shadings of opinion, in the diagnosis of matter, or in the interpretation of a rule of life, why not the merchant who not only combines all those in his daily acts, but also that the arts and sciences may contribute directly to a more perfect knowledge of materials and values and carry merchandising up to a better level in the use of wealth for the material and moral good of the world.

Much depends indeed on commercial societies such as this of ours to give high tone to the mercantile community. I think it not within the possibilities to induce communities of this kind to do a wrong knowingly. Then, with such a mentor, Rochester merchants may feel safe as well as proud in a body like this, and look for a bright future in our commercial affairs.

William C. Barry.

The question of public parks has been so frequently and thoroughly discussed that it seems as if little remained to be said on the subject, but our worthy toast-master, who at present occupies the honorable position of Chairman of the Chamber of Commerce committee on public improvements, believes it to be a live question which should receive some attention at a gathering like this and he has therefore invited me to respond to this toast.

It has doubtless occurred to those who have followed the discussions on the park question, that there is a wide difference of opinion as to what a park is. Some view it as waste land, others as a luxury for the rich, and a burden on the poor, while others regard it as a trap to catch the people's money.

I believe the correct meaning of the word to be: A large tract of land with beautiful natural features, laid out and improved in such a manner as to render it a suitable place of recreation, and it is in this sense that I propose to consider the question.

As cities increase in size and population it is obvious to the most casual observer that some place must be provided where the masses of the people can take recreation, where they can occasionally escape the noise, dust, heat, and other inconveniences of city life, and breathe a pure atmosphere; where they can enjoy the green fields, beautiful landscapes and the grateful shade of growing trees.

People of large means have their private gardens in which they can amuse themselves as suits them best, but people of small means living in crowded apartments, in thickly settled districts of the city, without any grounds of their own, are entitled to resorts where they obtain recreation; children need more space than the street affords for their romping ground; young people require room for their games, and invalids can regain their health much quicker under the influence of the health-giving atmosphere of the park than in the narrow, noisy thoroughfares of the city.

I cannot do better than to quote here what Mr. Eckman says with regard to the Cleveland park:

"The public park is a luxury for all, rich and poor, native and stranger; its homliest and choicest places are alike free to the broadcloth and the blouse; its rich verdure, its babbling brook, its sparkling fountains, its lovely trees, its umbrageous shade, its view of the broad expanse of water presented by our great lake, its vistas, its mysteries, its ozone-freighted, health-instilling atmosphere, all its beauties and its charms and its freedom are the undisputed possession of every man, woman and child; the right of enjoying the possession is assured, and, unlike almost, if not quite, every other public beneficence, its enjoyment is without the taint of a proffered charity. Every citizen has been called upon, and directly or indirectly has contributed to the purchase, and he who gave but a nickle may claim as large possession as he who gave a thousand; on the republican principle of "majority rule" the nickles might be held to have the best right of possession. The park is the municipal drawing-room, where strangers are received in cordial welcome and the visitor measures the prosperity, the taste and health of his host by the size, the appointments and the richness of that drawing-room, and upon that calculation may, in some measure, depend the length of his stay."

But it is said that in this beautiful city of ours the conditions are not such as to demand a public pleasure ground. I think this is a false impression. If our city, under the present circumstances, enjoys the reputation of being one of the finest inland cities in this country, we can congratulate ourselves that such is the case, but let us also do all in our power to encourage its growth, to add to its beauty, and to increase its prosperity.

Every one admits the importance of out-of-door exercise to promote and preserve health. Parks are designed principally to furnish ground for out-of-door amusement.

The beauties of the park will prove to be a permanent attraction. Visitors will never

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tire of the varying scenes of hill, and dale and stream. The meadows beautiful with the flowers of spring, become more attractive when clothed in summer and autumn follow. The groves and plantations in their spring, summer and autumn garb present a variety of charming views, which cannot fail to arrest the attention and impress and please the most indifferent observer.

This all may enter into the advantages of the park, it is important that the sites selected shall be easy of access and as near as possible to the center of population. It is true that in these days of cheap and rapid transit parks, even if they are situated remote from the city, can be reached quickly and cheaply—but when every item of expense has to be considered, and time is limited, the nearby park will have the preference, and will be, by far, the most popular with the masses.

Objections have been raised to the establishment of parks on account of the great expense involved, and consequent heavy taxation, but I am of the opinion that if the purchases of land be judiciously made and no excessive expenditures for construction and maintenance be permitted, that the park will prove a profitable investment; in fact there is not a city known, possessed of a rural park, which would part with its purchase. Men of means will be attracted to the city and will make it their home and place of business. Taxable property will rise in value and this increased valuation will in time reduce taxation.

It is only during the last fifty years that any attention has been given to the subject of parks in this country. It is said that twenty-five years ago Central Park was not a park worthy of the name; but since that time eighty millions of dollars have been expended in park improvements.

New York now has parks covering 1,111 acres; Brooklyn, 508 acres; Philadelphia, 3,000 acres; Boston, 3,300 acres; Baltimore, 500 acres; Chicago, 2,800 acres; St. Louis, 2,332 acres; Cincinnati, 400; Buffalo, 600; Detroit, 700; Cleveland, 93 acres. All of which goes to show what other cities have done and are doing in regard to parks.

It is gratifying for me to be able to state that the Rochester parks are now well under way, and that they give promise of soon becoming an important feature among the attractions of the Flower city.

South park on the east side has 241 acres and 28 acres on the west side; North park, east side, covers 112 acres and 18 acres on the west side; Reservoir park covers 60 acres, 20 being the gift of Ellwanger & Barry and 40 acres belonging to the city.

Additional land has to be purchased for the Northwest park, as also for the Reservoir park.

Ten years hence we will wonder how it was possible to do without parks, and I think it may safely be predicted that most of those who are now determined opponents will ere long become ardent friends of the undertaking.

I is certainly a grand work, which merits the hearty co-operation of every citizen. Our aim should be to have the Rochester parks rival the parks, of which every one can be proud, and to which every one can point with pleasure.

Eugene T. Curtis.

When your genial toast master invited me to respond to the toast, "Our Manufacturers," he said an imputation had been put upon this organization on the occasion of the last banquet by some of the local literateur—notably by the brilliant, keen and caustic gentleman who so elegantly filled the office of toast-master on that occasion and who intimated, that while this organization had voted to exclude from its privileges some members of the legal fraternity, yet when occasion arose requiring speeches to be made, we were obliged to call in the services of these gentlemen to do our talking for us; a statement which I think, can hardly be substantiated; for while we may not have many orators in our ranks it must be admitted that when we have attended our meetings, that we have some members capable of doing a good deal of talking.

Our toast-master informed me it had been decided, after due and careful consideration, that on this occasion the gentlemen of the legal ranks were to be shown the amount of latent eloquence concealed within the breasts of the individual members of this organization. He kindly assured me, however, that no oration would be expected, that the highest ambition of this body was to show these limbs of the law how well we could talk. So I consented, for while I have never been accused or suspected of being an orator, I am obliged to plead guilty to something of an inclination to talk—to talk too much, in fact, as has sometime been intimated, especially in my own household.

When I began to reflect upon the magnitude of the subject assigned me, for, mind you, I was asked to speak upon "Our Manufacturers," but was not told whether I would be expected to confine myself to our Rochester manufacturers, or to include our Empire State manufacturers, or our American manufacturers, or our three America's manufacturers, I began to realize that a subject of such vastness could not be properly and satisfactorily handled without a large expenditure of time in the careful compilation of statistics which I have neither the time nor the ability to give. But, remembering the example of one of the most illustrious, I may say the most illustrious after dinner speaker of our day, I thought it could hardly be out of place to call to my aid a competent statistician. I therefore addressed a note to the Hon. Chauncey M. Depew, asking if he would kindly give me the address of his dear friend and class mate, from Connecticut, who rendered him such valuable assistance in the compilation of facts for his Washington's inaugural speech last spring. I fully realized what expensive assistance this would be, but I felt the honor and reputation of this organization was at stake, and I was determined to spare no expense to make our triumph complete, and to demonstrate to these disciples of Blackstone, that "some things could be done as well as others." I was advised by Mr. Depew, however, that owing to a slight uppleasantness which had arisen between him and his friend, he was unable to give me his address, but he thought I might address a communication to his attorney. In short, so much valuable time was consumed in correspondence, that I felt the hour for my speech near at hand, and found myself obliged to look up my own statistics, or run the risk of invoking this organization in shame and humiliation over my dismal failure.

Allow me to assure you, however, I have not come here this evening to weary you with a vast array of figures. I do not desire to lull you to sleep, I have no ambition to be considered an "anesthetic narcotic."

It must be readily seen the subject of manufactures, even if confined to our Rochester manufactures, is one to which justice can scarcely be done in the few minutes allowed an after dinner speech. Manufactures make, and have been largely the means of advancing our civilization; converting crude objects, or raw materials, into forms of use for supplying the wants of mankind. They draw the line of distinction between savagery and the enlightenment of the human race. They have been a growth with nature's industry of agriculture, and by their applications have emancipated it from the slavery of never ending toil, to the freedom of scientific, inventive genius, and by trained skill of the hand and employment of labor saving machines have supplied all the manifold agencies that meet the necessities of our day and generation, and bring to every household more or less of the luxuries of life.

[illegible] Before the people of Rochester really let the contract for building a dam at Mt. Morris—that is, if they have any voice in the matter—let a committee be sent up in this vicinity and look over the beautiful Pogue's Hole valley and see if better inducements cannot be offered for building a dam than are offered at Mt. Morris. Here we have the head of the Genesee Valley, a long, deep gorge, with even banks on each side, plenty of stone and timber, and it is believed a dam could be built cheaper than at any other place, and one that will more more water with less liability of danger than the one proposed below. It will be but little expense to send a committee to look over the ground, and if economy is a point to be made in the building of a dam we are sure it will take back a favorable report.

The building of the Erie canal, the first substantial mean of transportation for Rochester, was commenced July 4, 1817. Its 363 miles were completed in 1825, at a cost of $7,602,000.

At that time Rochester was the western terminus of canal navigation.

Thurlow Weed, then editor of the "Telegraph," spoke of the future city, that it was a straggling village, containing about half a hundred inhabitants, but that it was destined to become a large inland city. This prophet should have honor in his own country.

At the completion of the Erie canal there was an immense celebration, consisting of displays of fire works, firing of cannon and every demonstration of joy and satisfaction at the completion of a work of such importance which was vastly superior to anything before known.

Previous to the building of the canal and during the rainy seasons of the year, it took seven days and six nights of constant travelling to go from Rochester to Albany.

Our forefathers in making the journey from New York to Rochester would consume from six to eight days in dragging through the roads that at times were almost impassable, while you are now able to devote the entire day to your business or your pleasure, and the metropolis of this continent, leisurely partake of your dinner, take the train at Grand Central station, at 9 o'clock and be landed safely in Rochester the next morning at 7:40, consuming in the journey less than eleven hours, having slept and dined along the way, more absolutely than does any monarch in Europe, though his palace be surrounded by every safeguard that the ingenuity of the nineteenth century can devise.

In 1851 a gentleman now occupying a high official position in one of the great railroad corporations, made his first trip through our city, left Albany at 7 o'clock in the morning on his wedding tour to Niagara Falls. He was obliged to change cars at Utica, again at Syracuse, still another change at Canandaigua, make a fourth change at Rochester and reach the Falls by stage trip at Buffalo at 11 o'clock at night, where he was obliged to remain over night and take a train next day for the Falls.

To-day a bridal couple may take a train at Albany at ten minutes past one in the afternoon, have a sumptuous dinner served in a more luxurious style than those provided for the president of the United States a hundred years ago, and be landed in the city of their choice at Niagara Falls in the early evening, with not the slightest fatigue or inconvenience.

You can therefore see what we looked upon the canal as the salvation of the commerce of the country. To-day it plays but a comparatively small part in the great commerce carried by our railroads, both state and state; the railroads and not canals, now handle the commerce of the world.

Let it be that you have sixty-seven passenger trains arriving at Rochester each business day, and sixty-six trains departing from this city, reaching directly or through intermediate connections, every portion of our common country. These are in addition to local trains, and the social trains that are employed in hauling the thousands of tons of freight that pass to and through this city every day, the number of which is only being limited only by the demands of the business.

Fifty years ago the postal service of the country was so incomplete that you did not expect a reply from a correspondent in less than from two to three weeks—to-day, as a result of our splendid railroad facilities, you can, at the close of business, write a letter to your agents in Chicago, send it by the 4 o'clock P. M. express, and the morning by 11 o'clock your orders are being executed, in the Garden City, the Eighth Wonder of the World.

Your railroad facilities may not be perfect, and if not, time and patient effort will make them so, for the power to make so extensive and far reaching, that combined with the indomitable energy, the keen foresight and sterling integrity of your business men, your ability to make the most of your opportunities and snatch victory from enterprises that in weaker hands would prove disastrous, will, in my opinion, keep Rochester in the front rank as one of the great cities of the Empire state in the richest and grandest commercial nation on the globe.

The difference between the insignificant village of Rochester in 1822 and the magnificent City of Rochester in 1890, is the difference in its transportation facilities, and this difference is graphically shown by a comparison of the canal packet moved by mule at the rate of four miles an hour, with the vestibule limited thundering down your valleys and over your hills at a speed of nearly a mile a minute.

J. H. Stedman.

The story goes that some years ago, in Buffalo, Thomas Carey, the president of the Fenian Brotherhood, Mr. McCarthy was vice-president, but his usefulness to the order was greatly impaired by the fact that his attempts were made to reduce him to the ranks. The annual banquet at length occurred in Carey's City Hall, and after ordering the affairs of the year, he said, "I again welcome the brethren of this association around this festive board on the occasion of our annual banquet, and, before I close my remarks, I would like to have Mr. McCarthy stand forth. Mr. McCarthy you are a good man, you have a good heart, its heart and soul? I am, sir. Then why the 'hell don't you resign?"

Mr. McCarthy rose, doubtful but serve the interests of this body, in the McCarthy way, by resigning, but I have, however, prepared a series of vital and interesting resolutions which should secure the attention of every citizen who has the interests of this community truly at heart.

I know the local speaker is like the "prophet," and the prophet, you know, is like the Zulu belle, she has so little on her in her own country, that I ask your earnest attention and your sympathetic ears that my important facts may not fade away sudden ly nor I myself appear to be like the dry, bustling, talkative man in Rhode Island of whom George Norman once said, "he reminds me of one of those patent clothes reels; when the wind blows and it goes rapidly round and round, you would think there was a deal of a wash; but when the wind dies away, there is only a shirt and a pair of drawers."

After years of the hang and the shaw, way
Of a Republic, we have honor transway;
It will be very jolly
To run to do or die,
So, good-bye to the "public be damn" way.

Where they get in this new contract, or
Perfect this electric light,
I do not pretend to say,
But we can bear the sight
Of less than half a lightning contractor.

The Kings county gas ring, and the champions
Of the Rochester and Buffalo Gas Trust,
Are quite exercised about it,
Fear our business will be lost,
Our old bob-tails so slow,
But will be a "Cross Essex" which rule place
Trust.

We are blessed with a good climate, so
As the journeman would say, "this's weather"
Of a Jersey June,
Upon him they chide,
Forest blaze of the top-gallant sun.

Two million sensible people
Ought to fix his carbs quickly, the Indian
Is the key of the door,
Let the long-tailed comet run free as ever!
The flow of the City's gas Niagara
Is the well and the spring
Of the Rochester Gas Company.
Can be sent from any type of Carey lamps.

The Rochester Gas Company
Are as plentiful as Walkers strychnine
There, when properly placed,
"Will drive the rats to water,"
And the bills are as small as mosquitoes.

It might be wise just here to mention
That this is no "temperance convention."
If the rats prefer to wade
Much more than it ought to
You can all take "an ounce of prevention."

The Court House committee this summer
Fell in with a good the rough plumber;
But the "permit tom"
Chested the safe with the rest
And the bills are as plenty as the skimmer.

And yet they were true to their views,
For "protection" they could not refuse,
They saw that the price
Was a tariff on bids,
And "those industries" get what they lose.

This "work question" kicks up a rumpus,
Labor is for fear it will crowd us,
The Commissioners say
But if working men pay
You can and it by boxing the compass.

At night the electric light's gleam,
Makes one think of a beautiful dream;
And none but the blind
Fail to see, to find,
The sometimes light-headed they seem.

None can accuse us of ever denying
Light to the nation during
To Charlotte, Henrietta,
Or Gulf or Genesee,
We give all that this town will stand buying.

And for miles out in every direction
The country roads' ruddy protection
Would be a the saint
Were not our streets at night,
It's a question of natural selection."

One great scheme should not be delayed,
In one solid Rochester,
With unlimited coverage,
We should win "water score,"
Let people all see "we've surveyed.

When we dam up the great Portage gap
And the Genesee the is to lap,
We make the "Falls"
The "Portage" the "static pap
Lake Erie's level "on tap."

Of our mill-wheels that day went be any num
And the water life then will make many hum
To ourselves and posterity
"I'll bring great prosperity,
Further day will be our watchwords."

This beautiful edifice Doral
Most aptly illustrates a moral;
A fragile structure
To move "the next question"
More earnestness than argument oral.

Stead of bubbles of sunshine and showers
Adorning this Chamber of ours,
Our new Building next year
Will gradually appear
Adorning this City of Flowers."

John H. Foley.

Loan associations are corporations in which each member agrees to purchase a share or shares and at regular intervals, until such deposits and the earnings thereof amount to a certain fixed sum, each member to have the same rights, privileges and duties as every other member. It is a co-operative society which commences in purvusion: it proceeds by consent; it commences with each by common effort, it incurs no risks, intending that all its members shall mutually and proportionately share the benefits resulted. Few people realize the benefits resulting to the community from loan associations. These associations originated in Philadelphia about fifty years ago. They have spread rapidly through the Eastern, Western and are now reaching far into the Southern states.

They are not the depositories of the rich, they are intended for the poor; and in this they are a great success.

We have in the city of Rochester about 80 loan associations, and it is fair to average the number of depositors at 350 to each association, making a total of 28,000 depositors.

The amount of money loaned in Rochester by loan associations in the year of—

1886 was	$ 970,808 80
1887 was	1,790,584 70
1888 was	2,126,314 10
1889 was	2,907,326 90
Total for four years	$6,894,834 50

It must be conceded that for the number of loans made through these associations the number of foreclosures are very few.

This may be accounted for, from the fact that each locality has its own bank and its own board of directors, who reside in the vicinity and are so thoroughly acquainted with the value of every foot of land they are called upon to appraise, that while they loan from two-thirds to three-fourths cash price of property, they seldom or never meet with a loss.

The Loan association does more to stimulate industry, sobriety and honesty than any other known institution, as most men are anxious to see the paper with the deed thereof their neighbors. The equality sought is not that described in the verse:

"What is a communist? One who hath yearning
For equal division of unequal earnings;
Idler, or bungler, or both, he is willing
To fork on his penny and pocket your shilling."

Not only is the loan association a depository for their savings, but also a source of education. The attorney, who as a rule, attends the meeting, necessarily discusses many points from which much valuable information can be obtained, and he thus becomes a school for those who attend. They are an invaluable aid toward vitally interesting a pleasant way of chewing their cud when we stopped in the furrow to rest. I think of them still as friends of my boyhood days, that they were slow, and I was a nervous impetuous youth. You may well imagine, therefore, that at the beginning of that field's plowing it seemed to me that I had a life's work before me. Yet that field was plowed. Every foot of it was turned up to the mellowing influence of the sunshine and the rain. But, sir, it was not a ten or fifteen minutes' job. To-night I am led into a field inconceivably greater than that twelve acre lot—a field not only co-extensive with the geographical limits of the earth or the infinite spaces of the sky, but one embracing all human activity and experience. Not if I were to pitch lightnings to my plow could I cover this measureless ground. I might speak of the history of the newspaper press, of its development, its functions, its power and its weaknesses, its achievements, its present greatness and its future glory. I might recall the illustrious names that have illuminated its annals—the names of Swift and Johnson of "Junius," the Unknown of Coleridge and Southey and Dickens; of Benjamin Franklin and Alexander Hamilton; of Bryant, Garrison and Douglass, Greeley, Raymond, Bowles and many others who spent their lives in building up the mighty agency or employed it in reaching and influencing their fellow men. I might show that a free press is the natural, inevitable foe of tyranny and cruelty and wrong, and that no despot can long survive its scorching blaze. I might cite the contests of the press with gigantic systems and conspiracies designed to enslave, corrupt or rob society and the state. I might rehearse its triumphs in opening up to civilization dark and hitherto unexplored regions of the earth. I might speak of its influence in the [illegible] millions of homes. I might speak of a newspaper is a daily visitor, of a thousand or a hundred thousand fireside circles. But not to-night.

I may have unduly extolled the agency for which I have spoken. Others may see faults where I, enveloped in the light of this great institution, would discover none. But however imperfect the press of to-day may be, let us hope our press in the future may satisfy the most brilliant ideal of the press and everywhere contribute to the peace, enlightenment, prosperity and happiness of mankind.

George C. Buell.

Mr. Chairman and Gentlemen:

I fear there may be some with us to-night who think that "ladies in the air" would be as appropriate on the occasion as the toast assigned to me, not realizing as they should the importance of the subject, intimated by the toast-master. I am not a lady, and I am not in the air, but I am a representative of the press, and I know that the press is the most powerful factor in the world's progress, and that the editorial pen is more potent than the sword, and that the pen of the newspaper is the most potent of all pens. I know that the press is the great educator of the people, and that the great truth that there is no right without a duty, and that it is nowhere else that such high principles are taught to the young and the old, that the sanctity and the sublimity of social duties and the obligations of citizenship are taught, and that the duties and rights and privileges are practically taught. They make men conscious of the truth expressed in the words of the great German poet:

"Ein jeder kann sein freiheit und existence
Erobern jeden tag wieder."

This is how the clergy in our midst try to infuse religion in politics, to educate the people, that the same nice sense of honor which makes men honest in business life should reign supreme in political life, that there ought not to be a double standard of morality in business and in politics, that what is right in business is right in politics, that our best and most prominent business men should make a sacrifice of their personal interest and ease, and give themselves to the service of the country; where cleanest and most patriotic men are comparatively scarce, and where the profit of the city commands a premium when offered at three per cent?

From when does our rapid growth as a manufacturing city date? From the year that we had water in abundance to offer at low rates to manufacturers and mechanics seeking for an available place to locate. I was contrasting a few and fifty cities in the United States, and I was proud to observe that of the cities having more than one hundred thousand inhabitants, there were, but three whose rate was lower than that of Rochester. I believe this showing was largely due to our excellent supply of pure water, and our bountiful water power.

First, let us have a plentiful supply for our home-hold and manufacturing uses, from the chain of our beautiful lakes that lie nestling among the hills of Genesee Valley; then, if you will dam, as in the bank ages of Mt. Morris, and lay aside a sufficient quantity of water to supply during the summer water power, and flush our river during the months when its bed is laid bare by the scorching rays of a summer sun, breeding malaria, and pestiferous odors among our inhabitants.

Now sir—I am only a shoemaker, a sort of "wax-end," as it were, I have been very familiar with the other manufactures of Rochester. I know very little about the clothing industry of this city, I am not sure whether their clothe are "all wool and a yard wide," or not. I do not know cassimere from satinet, nor broadcloth from doeskin. I know nothing about sacks, nor the exact thickness of a "Derby" hat, short (?) or needed to render a safe fire and burglar proof.

I know something of the manufacture of Patent medicine, their formulæ or compound; and perhaps the best evidence that I have never taken any, is the fact that I am alive, and able to address you to-night. I am not familiar with the manufacture of stoves and heating apparatus, but I have heard much of that "fiery furnace" prepared for the reception of all unprincipled manufacturers.

I know absolutely nothing about the Brewery business, I know not the flavor of beer; but I have heard it stated that one pound of hops would last the largest brewery through many seasons. I know next to nothing about banking, though I have the honor to be connected with a very trusty institution; but I have heard it stated that the banker and the barber are by nature related, the most expert of both callings make the deadly shaves. I know but little of real estate, though to the most all finally return.

Of course, it goes without saying, that the branch of manufacturing in which I am engaged is the one great industry of this city and country. "There is nothing like leather," and with becoming modesty, yet with an inflexible regard for the truth, I record the prediction, that in accord with the "survival of the fittest," in the very shake of time, the shoe manufacturing business will be found to out-last all other trades, and that turns will be neatly and skillfully sewed, soles after all other industries have "pegged out." For the "sole" of our business will endure, and although it may not be true of all our manufacturers themselves, it can be said with truth of their shoes, they are all "well heeled."

Dr. Max Landsberg.

You have appointed me to respond at this third anniversary of the Chamber of Commerce for the clergy. It is only with diffidence that I have accepted this great honor; for I keenly realize my inability to do justice to this occasion. I am fully aware how many clergymen you might have found in our city who by their more eminent ability and their greater eloquence, would have been fitter to discharge this duty to your satisfaction. But so much I know, that I am the equal of all my brethren in the deep sympathy with and full appreciation of your noble aspirations.

[illegible] ministerial celebrations [illegible] years revived the spirit of the resolution of the fathers of our country, to worship God without upsetting the ecclesiastical institutions of state, and to be independent over the ocean. Celebration which in this country has been completely by the clergy, the only one which members of all denominations have expected and most prominent one, a centennial of the introduction of a state religion and the establishment of a state church, and the establishment of the wisdom of our fathers in dealing with such matters, our government has absolutely nothing to do. The clergy of Rochester, representing the American Commonwealth, declare that not all the differences between the old world and the new, have been in favor of the old world, and, let me add, the most beautiful and fortunate. "Half the wars of Europe," he justly says, "have been internecine, and have darkened European states, from the fifth to the nineteenth centuries, have arisen from theological differences or have arisen from rival claims between church and state."

Just as this freedom of state regulation proved to be a great blessing to religion, the learned and scholarly observer says: "So far from suffering for the want of state support, religion has flourished in the United States to a degree, and for the reason, standing alone, she is just as strong as her own strength." and conflicting claims between the parties, the clergy of various sects, has resulted from the being all on a level, and from the absence of paternalism and protection beyond the state of infancy retard growth in every moral sphere, and stunted growth and develop sturdy qualities and symmetrical character. This happy result is obvious to our mind, in the strength and growth of religion among the people, in the qualities of our religious teachers. For where do you find a clergy, as ready as ours, to defend their flock, in the church, in creed, and laying more and more stress upon religious practice in daily life? Where do you find a clergy as free and independent in their thought so bold to announce the truth according to their light, regardless of the frown of the powerful, and the smile of the rich? Where do you find a clergy so free from the bias of the rich, and so secure in their independence of the wealth of the whole community?

How the lessons taught by the clergy reach to be heard and to have an effect between the rich and the poor, the idea of religion used to be confined; they include the whole business life, the professional life, the social life, the political life of the people. They aim to teach the great truth that there is no right without a duty, and that it is nowhere else that such high principles are taught to the young and the old, that the sanctity and the sublimity of social duties and the obligations of citizenship are taught, and that the duties and rights and privileges are practically taught. They make men conscious of the truth expressed in the words of the great German poet:

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This is how the clergy in our midst try to infuse religion in politics, to educate the people, that the same nice sense of honor which makes men honest in business life should reign supreme in political life, that there ought not to be a double standard of morality in business and in politics, that what is right in business is right in politics, that our best and most prominent business men should make a sacrifice of their personal interest and ease, and give themselves to the service of the country.

If this happy consummation could be achieved, if the business and those of the highest ability and of the best character to serve the community, instead of purchasing their release from public duty by the lavish expenditure of money, if our business men would be cured, the undignified tone of our political life would be elevated, the most criminally wasteful use of public funds in state and municipal government would be stopped.

To bring about this moral revolution, prepared and advised by the clergy, is among the great purposes of this and all other of the Chamber of Commerce, as, but a few days ago it was expressed in this place in terse language by your respected president. In forming a state, the first and most important institution, he said, that it is not solely to accumulate wealth, but to help to elevate the tone of society, to promote the interests of the various pursuits of commerce, and manufacture, to guard our community against the imposition of the unscrupulous, to assist by advice and support all reforms in municipal government which tend to make our city healthy, intelligent and orderly administration of our municipal affairs, to advocate all needed improvements, to aid in the development of our city and to be active for all time to come, to so dignify all the various pursuits of commerce and trade, that they will attract and attach the most active, the most intelligent and the most comprehensive minds."

What does this declaration mean, but that the religious process unknown and unknowable from the pulpit? To cure the evils of which we are suffering, to secure the purity and spirit, a social condition of our business relations, our moral, social and political affairs, to abolish corruption and fraud in public and private life, and to free our minds from prejudice in every direction and widen the horizon and clarify the vision of the people, to bring about a more morally interested and better informed sentiment between citizens of all classes and conditions are the great tasks to which the clergy of this community are pledged to which the clergy of our city and thus they are that their final aims are identical.

Those who so understand their mission, who have such a high conception of their duties as we know, are sometimes misunderstood and with the lessons of true religion, are sure of ultimate success, and will continue to co-operate with the press and with the clergy of all denominations.

George H. Daniels.

President and Gentlemen of the Rochester Chamber of Commerce:

It affords me great pleasure to be one of those guests this evening, and I wish to express for the occasion, my thanks to be present at an enjoyable occasion.

I may say that, although born in the west and having lived there all my life until now, notwithstanding that I am a stranger to some of you, there is a certain sense of kinship about our meeting, which I attribute to the fact that the early history of the Rochester and my mother was [illegible] the early history of the Rochester and its surroundings which I heard my mother relate.

It was a very little girl she, as one of the Patteties at the falls of the famous leap of Sam well, therefore, understand that I can quite naturally join you in your admiration for the enterprise and the broad and liberal policy of one of the other commercial cities of our commonwealth.

Your committee have asked me to say a few words in regard to your railroad facilities.

A lemon is sour only in comparison with something that is more nearly sweet. There are some odds than are so much more in them, the lemon is really a sweet and which some prizes of food.

The time has come for editors to define their relations with each other to be not only truthful but just and ingenious in judgment, candid and chivalrous in spirit and courteous as well as direct and forcible in expression. Only the "back numbers" of the fraternity, or the half-baked novices now paint the columns of their papers red with the hurid rhetoric of our earlier and ruder journalism and then regard the nausea of the public over their performances as the pallor of admiration and delight. How much brighter and more generous than all this sound and fury is that fine gracious ness of speech, the offspring of knowledge, culture and wisdom, which, abating nothing in force or courage, observes the amenities of social intercourse even in the heat and clamor of debate. Temperance and courteousness of utterance, whether with lip or pen, are not inconsistent with the highest manhood or the most efficient action, and as the years unfold we may be sure that men will—

"Gain in sweetness and in moral height,
And one day the wrangling news that throw into world—"

You will hardly expect me on this occasion and in this presence to make an exhaustive analysis of the journalism of Rochester. But I may be permitted briefly to sketch a few of its distinguishing qualities.

First—The representative Rochester press, though aggressive in spirit and bold in conviction, and at times, I verily believe, giving its sufficient accommodations without consent of cost to this Chamber.

Now, how can this be done, the money be raised? It would be better to raise the whole amount by the issuance of bonds bearing say five per cent. interest, secured by a mortgage on the property, or by a permanent loan at a low rate of interest, to pay for the lot purchased, secured by first mortgage, and then by issuance of bonds bearing interest, secured by a second mortgage, for a sum sufficient to pay for the construction of the building.

Such security in my judgment would be ample, and would grow safer each year, as the value of property increases, and it does by year. Can the bonds be placed? Why not? Cast your eye over the list of the individuals, firms, or corporations composing this body, estimate the wealth, and the enterprise, the push of these, and you have answered your own question. Will these members respond? I verily believe they will. Why? Because it will greatly strengthen our chamber, rendering it more efficient. It will increase its members, it will strengthen the permanency of the organization and better its beauty, the stability of its foundation. It will be a thing of fairly well at the beginning, and increasingly so, as our city grows and property increases in value.

Let no one discourage this proposed undertaking, but let us advance all together, increasing in enthusiasm as we progress with the same energy as we manage our own enterprises.

With such a spirit as I have outlined, our future prosperity is secured and we shall, before the termination of our present lease, be well located in our new home.

Henry C. Brewster.

A banker to be successful must perform two duties quite opposite in character. He must loan out his funds safely, so as to earn a satisfactory dividend for his stockholders, and he must at all times have sufficient funds on hand to meet all demands from his depositors.

Our banks are all as sound as a gold dollar. Their growth and prosperity is of vital importance to the commerce of the city.

The idea of a bank is based on the integrity and trustworthiness of mankind. The depositor puts his money in the bank, and he may be able to use it with certainty when necessary. The banker loans his funds to the business man to assist him to carry on his business, confident of payment in opportunity. Without honesty, intelligence and ability they could not exist. Where banks are there you find a more orderly, and a more thrifty. The church and school house are no more an indication of civilization than the bank.

When banks were first organized, one object was to reduce the cost of money, and in all communities where banks are organized money and are not of interest is reduced.

It has been said that we in Rochester have few banks. Our banks are strong and prosperous, and the business of this vicinity is not be lacking in number. I think their ability at this time is ample to supply all legitimate demands for the business of the city of this community. Rochester has a larger amount of banking capital than one would suppose, to a casual reader of the census.

There are three kinds of banks here. First, banks of discount and deposit whose combined assets available for business purposes, to wit: capital, surplus and deposits, have increased during the past twenty years from three and a quarter million dollars to seven millions, I give round numbers only, as exact figures are not at this time necessary. During the same period their actual loans have increased from $2,400,000 to $11,300,000, or nearly five fold.

Second, our savings banks, now showing a deposit of some twenty-five millions of dollars against only seven millions in 1870; and last, but quite important in the affairs of the city, our co-operative banks, giving its accustomed with a gain during that time of seven millions of dollars, there being now eighty-four of such associations, as there were twenty-two years ago. The benefits they have conferred upon Rochester in building up and improving the city are very great.

The first bank was organized here in 1824. The population of this city has increased in twenty years from 22,000 to 90,000 per cent. The sum available for loans in our banking institutions has during the same time increased 400 per cent.

The members of this Chamber of Commerce may press forward increasing production and sales to the utmost, confident that the loans will do his full share of the good work, always provided that the requirements are based upon sound business principles and for legitimate ends.

Lewis P. Ross.

I am asked to speak of "Ourselves," and what shall I say of ourselves? Shall I say that we be but plain merchants and manufacturers plodding on in our daily routine, trying to earn an honest living? Shall I say that we are a part—and no unimportant one—of that mighty army which is doing the work of the world; that we are the sons of commerce and commerce which is the life blood of nations, of commerce, which as it throbs and pulsates through its mighty veins and arteries, gives vigor and strength, and produces that wealth and prosperity which make nations great and powerful. Its mighty impulse reaches all the best resources of men and nations. For its votaries no region is too distant and no path too rugged. With its giant handmaids steam and electricity, with its iron roads and massive ships, it has annihilated both time and distance, and brought the remotest and most barbarous into the sphere of the civilized world. Its immeasurable factories, its mines, its mills, its vast tracts of forest and fields, of mine and farm, and carries them into the remotest corners of the earth, and brings the comforts of life to millions of homes. Its triumphs are the triumphs of peace, and its victories are victories of the mind. Its power is the power of mind, and its laws are founded on the highest and grandest principles of Christian religion. The greatest prosperity and happiness of men is in other. Viewed in its broadest aspects it is a great occupation and tends to develop all the best energies and qualities of men. It requires the ardent and most comprehensive mind, and it is almost and the most intellectual knowledge, and it has been the learned and strongest incentive to invention in all the mechanical arts and sciences. Its wards its votaries with a lavish hand, and neither [illegible] to build up and sustain a [illegible] [illegible] [illegible]

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

[illegible] refused to the establishment of parks on account of the great expense involved, and consequent heavy taxation, but I am of the opinion that if the purchase of land be judiciously made and no excessive expenditure for construction and maintenance be permitted, that the park will prove a profitable investment; in fact there is not a city known, possessed of a rural park, which regrets its purchase. Men of means will be attracted to the city and will make it their home and place of business. Taxable property will rise in value and this increased valuation will in time reduce taxation.

It is only during the last fifty years that any attention has been given to the subject of parks in this country. It is said that twenty-five years ago there was not a park worthy of the name; but since that time eighty millions of dollars have been expended in park enterprises.

New York now has parks covering 1,111 acres; Brooklyn, 598 acres; Philadelphia, 3,000 acres; Boston, 3,300 acres; Baltimore, 600 acres; Chicago, 2,500 acres; St. Louis, 2,332 acres; Cincinnati, 400; Buffalo, 600; Detroit, 700; Cleveland, 93 acres. All of which goes to show what other cities have done and are doing in regard to parks.

It is gratifying for me to be able to state that the Rochester parks are now well under way, and that they give promise of soon becoming an important feature among the attractions of the Flower city.

Park park on the east side has 241 acres and 28 acres on the west side; North park, east side, covers 112 acres and 18 acres on the west side; Reservoir park covers 60 acres, 20 being the gift of Ellwanger & Barry and 40 acres belonging to the city. Additional land is to be purchased for the Northwest park, as also for the Reservoir park.

Ten years hence we will wonder how it was possible to do without parks, and I think it may safely be predicted that most of those who are now determined opponents will ere long become ardent friends of the undertaking.

It is certainly a grand work, which merits the hearty co-operation of every citizen. One also should be to have the Rochester parks model parks, of which every one can be proud, and to which every one can point with pleasure.

Eugene T. Curtis.

When your annual toast master invited me to respond to the toast, "Our Manufacturers," he said an imputation had been put upon this organization on the occasion of the last banquet by some of the legal fraternity—notably by the brilliant, keen and caustic gentleman who so elegantly filled the office of toast master on that occasion. It had been intimated, that while this organization had voted to exclude from its privileges some members of the legal fraternity, yet when occasion arose requiring speeches to be made, we were obliged to call in the services of these gentlemen to do our talking for us; a statement which I think, can hardly be substantiated; for while we may not have many orators in our ranks it must be admitted by all who have attended our meetings, that we have some members capable of doing a good deal of talking.

Our toast-master informed me it had been decided, after due and careful consideration, that on this occasion the gentlemen of the legal ranks were to be shown the amount of talent lodged in members of this organization. I fear, however, that no oration would be expected, that the highest talents of this body were to be shown in the time of the law how well we could talk. So I considered, for while I have never been accused of suspected of being an orator, I am obliged to plead guilty to something of an inclination to talk—to talk too much, if it has sometimes been intended, especially in my own household.

When I began to reflect upon the magnitude of the subject assigned me, for, mind you, I was asked to speak upon "Our Manufacturers," but was not told whether I would be expected to confine myself to our Rochester manufacturers, or to include our Empire State manufacturers, or our American manufacturers, or our Americanism, I began to realize that a subject of such vastness could not be properly and satisfactorily handled without a large expenditure of time in the careful compilation of statistics which I have neither the time nor the ability to give, but remembering the example of one of the most illustrious men, who, may say the thought it could hardly be out of place to call to my aid a competent statistician. I therefore addressed a communication to the Hon. Chauncey M. Depew, asking if he would kindly give me the address of his dear friend and class mate, from Connecticut, who rendered him such valuable assistance in the compilation of facts for his Washington's inaugural speech last spring. I felt repulsed at what expensive assistance this would be, but I felt the honor and reputation of this organization was at stake, and I was determined to spare no expense to make our triumph complete; and to demonstrate to those disciples of Blackstone, that "some things could be done as well as others." I was advised by Mr. Depew, however, that owing to a slight unpleasantness which had arisen between his son and his friend, he was unable to give me his address, but he thought I might obtain it by addressing a communication to his attorney. In short, so much valuable time was consumed in correspondence, that I felt the hour obliged to look up my own statistics, or run the risk of invoking this organization in shame and humiliation over my dismal failure.

I allow me to assure you, however, I have not come here this evening to weary you with a vast array of figures. I do not desire to lull you to sleep, I have no ambition to be considered an "animated barometer."

It must be readily seen the subject of manufactures, even if confined to our Rochester manufacturers, is one to which justice can scarcely be done in the few minutes allowed an after dinner speech. Manufacturers make, and have been largely the means of advancing our civilization; converting crude objects, or raw materials, into forms of use for supplying the wants of mankind. They draw the line of distinction between savagery and the enlightenment of the human race. They have been a great aid with nature's industry in agriculture, and by their appliances have emancipated it from the slavery of never ending toil, to the freedom of scientific pursuit. They have called forth the best efforts of inventive genius, and by trained skill of the hand and employment of labor saving machines have supplied all the manifold agencies that meet the necessities of our day and generation, and bring to every household more or less of the luxuries of life.

[illegible] Rochester's growth as a manufacturing city, may be said to date from about the time that the canal first began to prove profitable. I do not wish to imagine that the milling interest was an important factor, but I do believe that the [illegible] contribute most to a city's prosperity which provide employment for the greatest number of mechanics. And not alone to the mechanic, but to the boys and his girls, who are thus enabled to add to his income, and assist him in the purchase of a home. For it is the mechanic who buys a home, and improves and beautifies it, who constitutes the material wealth and prosperity of a city.

Robert Ingersoll once paid a glowing tribute to the mechanic, who owns his home. I regret that I am not able to clothe it in the beautiful language of that eloquent orator on the thought, as I remember it, is something like this. Wherever the largest proportion of people own their homes, there will be found the greatest prosperity, contentment and happiness. There the least discord and hatred between employer and employee. When a man owns his home, he is true to his wife, more devoted to his children, a better man, a better citizen. He feels a deeper sense of self-respect were he puts his feet under his table in his own house. The very vines about his porch seem to grow more gracefully; the foliage appears greener and brighter. The wife grows more beautiful, soon is in his eyes, and his children taken on a peculiar beauty and charm. They seem waves about their homes are the patriots of this country; they constitute them a sort of feeble 'y partnership in the very government. When such a man thinks of his home, he thinks of his country, and when he sees his nation's ensign floating above his head, a thrill of proud, patriotic emotion comes over him, and he sing and fight for, seems in some sense to represent and stand for. Let little home. That man will fight, and do, and dit, if need be, in defense of his country, but I have rarely found a man patriotic enough to shoulder a musket in defence of his boarding house.

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Don't teach the masses—the mechanics and the occupants of tenement houses—to use water sparingly and frugally, as they would gas and fuel; teach them rather to use it bountifully—encourage them don't use half enough now. I do not believe in a city of this size any water should be wasted, unless, perhaps, it may be used to too great an excess as a beverage. It serves no other purpose than to flush our drains and sewers. It has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not; but if they are not, let us have more. If the people of this city built some state ten years ago in the most extravagant manner, when materials were at honest money higher, has proven a valuable asset to us—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at three per cent?

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Dr. Max Landsberg.

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[illegible] who wear out their lives in [illegible] conflicts each day.

This proclivity, perpetuated by the military spirit which in Christian society [illegible] world. There is no more room for it. The old fallacy, that in all commercial transactions between two parties, the one necessarily loses what the other gains, as in gambling, has disappeared from most minds and it is understood that in commerce and trade, based upon honesty and fairness, both parties are equally benefitted. It is realized that the merchant has been and is the most important factor in the development of society, that he stands higher than the hereditary ruler. Well may he applied to our great commercial cities the glowing tribute paid by the prophet Isaiah to the seat of the world's traffic in his age, "The city whose distribution crowns, whose merchants are princes, whose traders are the honorable of the earth." It is still supposed by many that the interests represented by commercial enterprise are, if not hostile to, at least entirely removed from the spiritual interests represented by the clergy. But the more men learn to appreciate labor the eternal essence than the changeable form of religion, the more they begin to see the value of the work the clergy are and to care less for religious creed and more for religious deed, the better they understand that commerce and religion are inter-dependent factors in the social organism, and prosper in the measure as they influence one another.

If we survey the history of commercial communities from Phœnicia through the Italian republics and the Netherlands through England and America, we become aware that in these communities the early morning, with not has been intensified, by them the greatest law of all religions, brotherly love, charity, has received an ever higher and nobler conception. A strong sectarian feeling can very rarely survive close contact with members of different creeds. The men which commerce men are taught to realize the truth that no single man possesses a monopoly either of virtue or ability, that men ought to be judged on their own merit and not by given a certain place or rubric prodigally, generously, as they would gas and fuel; teach them rather to use it bountifully—encourage them don't use half enough now. I do not believe in a city of this size any water should be wasted, unless, perhaps, it may be used to too great an excess as a beverage. It serves no other purpose than to flush our drains and sewers. It has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not; but if they are not, let us have more. If the people of this city built some state ten years ago in the most extravagant manner, when materials were at honest money higher, has proven a valuable asset to us—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at three per cent?

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[illegible] Before the people of Rochester really let the contract for building a dam at Mt. Morris—that is, if they have any voice in the matter—let a committee be sent up in this vicinity and look over the beautiful Pogue's Hole valley and see if better inducements cannot be offered for building a dam than are offered at Mt. Morris. Here we have the head of the Genesee Valley, a long, deep gorge, with even banks on each side, plenty of stone and timber, and it is believed a dam could be built cheaper than at any other place, and one that will store more water with less liability of danger than the one proposed below. It will be but little expense to send a committee to look over the ground, and if economy is a point to be made in the building of a dam we are sure it will take back a favorable report.

[illegible] Yet for the sake of the great commercial interests of a state which, [illegible] the statement of our fathers [illegible] Rochester, the distinguished [illegible] Commonwealth," [illegible] between [illegible] is perhaps [illegible] European states, [illegible] from the fifth to the nineteenth centuries, have arisen from misunderstanding between church and state.

After all the freedom of state regulation prevail in the matter of religion? The [illegible] and scholarly observer says: «So far from suffering the want of state support, [illegible] Tunnel States to [illegible] the fittest, [illegible] standing alone, [illegible] to stand by her own strength," [illegible] and moral gain. Yet the dimension of [illegible] unmistakableness between the claims of various sects, has resulted from their being all on an equal footing, and from their consequent support and protection [illegible] of tolerance retard growth in every sense, the absence of restraint, freedom and healthy emulation. Very men wave about their homes are the patriots of this country; there comes to them a sort of feeble 'y partnership in the very government. When such a man thinks of his home, he thinks of his country, and when he sees his nation's ensign floating above his head, a thrill of proud, patriotic emotion comes over him, and he sing and fight for, seems in some sense to represent and stand for. Let little home. That man will fight, and do, and dit, if need be, in defense of his country, but I have rarely found a man patriotic enough to shoulder a musket in defence of his boarding house.

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[illegible] Your fore-fathers in making the journey from New York to Rochester, would consume from seven to ten days in dragging along over roads that at times were almost impassable, while you are now able to do the same entire journey in two days, and your friends in the metropolis of this continent, leisurely partake of your dinner, take the train at Grand Central station, at 9 o'clock in the evening, and arrive in Rochester the next morning at 7:30, consuming in the journey less than eleven hours, having slept as you approaching, in seven absolute safety that does any monarch in Europe, though his palace be surrounded by every safeguard that the ingenuity of the nineteenth century can devise.

In 1851 a gentleman now occupying a high official position on the great railroad whose right of way lies through your city, left Albany at 7 o'clock in the morning on his wedding tour to Niagara Falls. He was obliged to change cars at Utica, again at Syracuse, still another change at Canandaigua, make a fourth change at Rochester, and arriving there at 9 o'clock he had left Albany at 11 o'clock at night, where he was obliged to remain over night and take a train next day for the Falls.

To-day a bridal couple may take a train at Albany at ten minutes past one in the afternoon, occupy apartments furnished in a style of luxury and elegance, and arrive at the president of the United States a hundred years ago, and after a most delightful ride, reach Niagara Falls without the least or the slightest fatigue or inconvenience.

Your forefathers looked upon the canal as the salvation of the commerce of the state. Its construction was but a comparatively small part in the great commercial transactions of your city and state; the railroads which connect, not only, but a comparatively portionately share the benefits secured. Few people realize the benefits resulting to the community from these associations. These excellent institutions originated in Philadelphia about fifty years ago. They have spread rapidly through the Eastern, Western and are now reaching far into the Southern states.

They are not the depositories of the rich, they are intended for the poor; and in this they have a great mission.

We have in the city of Rochester about 80 loan associations, and it is fair to average the number of depositors at 350 to each association, making a total of 28,000 depositors.

The amount of money loaned in Rochester by loan associations in the year of—

1886 was	$ 970,868 80
1887 was	1,790,384 70
1888 was	2,126,314 10
1889 was	2,907,326 00
Total for four years	$6,894,854 50

It must be conceded that for the number of loans made through these associations the number of foreclosures are very few.

This may be accounted for, from the fact that each locality has its own bank and its own board of directors, who reside in the vicinity and are so thoroughly acquainted with the value of every foot of land they are called upon to appraise, that while they loan two-thirds of the value of each piece of property, they seldom or never meet with a loss.

The Loan association does more to stimulate industry, sobriety and honesty than any other known institution, as most men are anxious that their deposits shall equal those of their neighbors. The equality sought is not that described in the verse:

"What is a communist? One who hath yearnings
For equal division of unequal earnings;
Idler, or bungler, or both, he is willing
To fork out his penny and pocket your shilling."

Not only is the loan association a depository for their savings, but also a source of education. The attorney, who as a rule, attends the meeting, necessarily discusses many points from which much valuable information is obtained, and hence it becomes a school for those who attend. They are an invaluable adjunct to the public schools in all wage earners in the prosperity of our city and the various enterprises carried on therein.

These associations as a rule, are managed by men of good judgment having for their object the welfare of the working classes, who own their own homes in the healthy suburbs of our beautiful city. There you will find evidences of industry in the cheery homes erected through these wonderful promoters of thrift and economy.

Members of loan associations are keenly alive to the subject of taxation, and view with anxiety any project that will tend to add to their already heavy burden. Any action that this chamber may take for the reduction of such taxation, will, I am sure, meet with their hearty co-operation.

Samuel H. Lowe.

Mr. Chairman:

The term "Our Press" may have a very limited or a very comprehensive interpretation. Upon learning that it was to be the theme of my remarks to-night my mind first turned toward that superb machine which, with arms and fingers of steel, prints and folds and registers the issues of the paper with which I have the honor to be associated; for we are accustomed to speak of it with an affection rarely bestowed upon an object that is wholly material. In its nature. And, regarding "our press" as representative of its fellows in other establishments throughout the land, it might well deserve the attention of this brilliant assemblage for a longer time than I have to speak; for the modern web perfecting printing press is one of the grandest triumphs of the mechanical genius of our age, a machine that, without the lifting of a human finger after adjustment, prints and folds, at a speed of 24,000 [illegible] of paper, [illegible] and [illegible] of [illegible] of [illegible] of

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ROCHESTER MORNING HERALD

FEBRUARY 8, 1890.

CONTROL OF THE WATER WORKS.

No one who read the article in yesterday's HERALD on "Control of the Water Works," could have honestly construed it as representing Mr. Cutler or the chamber of commerce committee as in favor of the proposition that was discussed at the recent meeting of taking the water works department out of the hands of the executive board and giving it to the common council; but as there seems to have been a slight misunderstanding in other quarters regarding Mr. Cutler's position we desire to say that the special feature of his remarks was this, that the entire management of and responsibility for the water works should be concentrated in the hands of the chief engineer.

On that question, we hardly need assure our readers, the HERALD, as it showed yesterday, is in line with Mr. Cutler.

How this shall be done, as we showed yesterday, is the question. Mr. Cutler declared that it was a matter of indifference to him whether it be by the executive board or by commission elected for the purpose by the common council, or whether the control passed into the hands of the council itself providing the later passed it over in good faith to the chief engineer. The work to be accomplished is to place the chief engineer beyond the reach of influence or removal by political rings or for political considerations. We would be glad to see that done not in the case of the chief engineer of the water works only, but in the case of every other chief of department and important official in the city.

IF THE Rochester Post Express will favor the HERALD's article of Thursday on the control of the water works it will see that the HERALD did not represent Mr. Cutler as in favor of transferring the water department from the executive board to the common council. We did not understand Mr. Cutler as favoring such a course and no proper interpretation of our article will construe it in that light. We suggest further to our neighbor that the HERALD is not, as it says, in favor of waiting until we get an entirely new charter before undertaking any reform. In our article of Thursday we said of the principle of concentrated power and responsibility: "We would be glad to see it applied to the entire city government, but failing in that, to any one or more departments of the government." We do not know, however, how it can be done, but if the Post Express has a plan we shall be glad to consider it.

THE HERALD publishes elsewhere a letter from Beadle county, South Dakota, correcting certain statements recently made in this paper on the authority of a correspondent of the Chicago Tribune regarding the destitute and suffering condition of the people of that state. Our correspondent shows some indignation over the circulation of such reports in the east, but it must be remembered that we gave currency to them for the purpose of arousing interest and securing aid for the sufferers. It is said that the Dakota people are taking care of their own sufferers, with some assistance from other states. We are certainly glad to know that the reports referred to were exaggerated.

ROCHESTER DEMOCRAT AND CHRONICLE: SUNDAY, FEBRUARY 9, 1890.

THEY ATE AND WERE MERRY

Rochester's Business Men Assemble About the Banquet Board.

WIT, WISDOM AND ELOQUENCE

With the Delicacies of the Caterer Combine to Make the Chamber of Commerce Banquet a Notable Affair—The Speakers and Hearers.

One hundred and ninety-seven gentlemen' members and guests, gathered at the third annual banquet of the Chamber of Commerce last evening. They were representative citizens of Rochester and other cities and counties, and they made up as brilliant an assemblage as ever gathered in the spacious parlors of the Chamber of Commerce. They talked of Rochester, her advantages and her beauties, her business and her social life. They pointed out her defects and suggested proper remedies. They told of her varied interests and praised the men who control them, and they did it all so eloquently, so wittily, with such an air of good-fellowship that the banquet was one of the most successful ever held by the organization.

It was after 7 o'clock when the members and guests took their places at the table. The three large rooms of the chamber were almost made into one by opening the immense folding doors and the tables were arranged as they were last year. The tables in the west room formed three sides of a rectangle with the opening towards the center room. In the center room they made a hollow square the head of the table being in the center of the west table and in the east room they were placed in a position exactly the reverse of those in the south room.

In the center of the hollow square formed by the tables, under festoons of smilax and towering above the heads of the guests, stood the Castle in Spain of the Chamber of Commerce, wrought out in miniature in immortelles. It was a representation of the Chamber of Commerce building that is to be, complete in every detail. Thirteen stories in height, every window was plainly marked and every outline of the building made distinct. It was an imposing structure even in flowers, and every person present expressed the wish that before another year it might be expanded into an edifice, not of flowers, but of the more prosaic brick and stone. The colors used were yellow and red, and the effect was most novel and beautiful. It was made under the direction of J. Alexander Hayden, who also had charge of the other decorations.

On the north side of the rooms was a bank of palms and ferns and the walls were covered with wreaths of smilax. The tables were made beautiful with pyramids of Catherine Mermet and Perle roses and many colored tulips. At each corner was a bunch of ferns and palms and in the center of the table at the toastmaster's place stood a jar of pink orchids. The tables were made doubly attractive with the soft light of dozens of wax candles, and the effect of the whole was brilliant and picturesque in the extreme.

At the head of the table sat the toastmaster, J. G. Cutler. On his right were Hon. Erastus Wiman, Samuel H. Lowe, of the *Morning Herald*, Rev. Max Landsberg and Henry Michaels, and on his left President L. P. Ross, Hon. George F. Danforth and Mayor Parsons. The guests of the chamber were scattered among the many Rochesterians. Nearly every Rochester industry and all the professions were represented in that gathering. The manufacturers, the wholesalers, the retailers, the capitalists, the bankers, the press, the law, music, art, and science all had their representatives there. It was a Rochester night and as such it was worthy of the fair fame of the city.

Shortly after 7 o'clock the first course of the following *menu* was served:

Blue Points.
Celery Soup. *Amontillado.*
Lobster Farcie.
Chicken Breast, Truffle Sauce. *Haut-Sauterne.*
Fresh Tomatoes, Stuffed.
Roman Punch. *Pontet Canet.*
Philadelphia Squab.
Haricots Verts.
Salad.
Biscuit Glace. *Roederer.*
Cheese. Fruit.
Cafe.

Meyering's Orchestra was stationed in the east room and during the two hours required for the discussion of the *menu* the strains of its music strove for mastery with the hum of conversation. The arrangements were perfect in every detail. There was nothing to mar the enjoyment of those present and as a consequence the whole affair was a most unqualified success, worthy of the Rochester Chamber of Commerce in every way.

The Guests.

The guests from abroad were:
Calvin H. Allen, New York city.
A. O. Bunnell, Dansville, N. Y.
H. L. Brown, Mt. Morris, N. Y.
Ira C. Chase, New York city.
George H. Daniels, New York city.
E. A. Fisher, Oil City, Pa.
Richard C. Gerhart, New York city.
J. Hildreth, Rome, N. Y.
J. C. Hood, Corning, N. Y.
A. H. Ivans, Lockport, N. Y.
J. Winslow Jones, Baltimore, Md.
A. L. Sweet, Medina, N. Y.
John H. Smith, Buffalo, N. Y.
Hon. Erastus Wiman, New York city.
Edward J. Weeks, Buffalo, N. Y.
J. W. Watson, Olean, N. Y.
D. H. Washburn, Milwaukee, Wis.

George W. Ham,
Haywood Hawks,
J. Lee Judson,
J. H. Kellogg,
William S. Kimball,
Max Lowenthal,
Samuel E. Lincoln,
James F. Le Clare,
Rev. Dr. Landsberg,
Rev. Dr. N. Millard,
Charles E. Morris,
Byron D. McAlpine,
Elbert B. Mann,
William M. Mallett,
George E. Mumford,
Robert M. Myers,
Percy R. McPhail,
Theobald Meyer,
Jirah B. Moseley,
Ira L. Otis,
Charles H. Palmer,
William R. Peters,
John P. Palmer,
Sidney B. Roby,
Edgar P. Reed,
Bernard Rothschild,
Thomas J. Reynolds,
Allen R. Sheffer,
Wilson Soule,
J. Harry Stedman,
Henry D. Stone,
De Villo W. Selye,
Andrew V. Smith,
Arthur R. Selden,
George H. Smith,
Smith D. Stiles,
Andrew J. Townson,
Albrecht Vogt,
C. B. Woodworth,
Richard W. Webb,
Frederick W. Warner,
Edward C. Warren,
James M. Whitney,
Arthur G. Yates,
George B. Zantzinger,
Edward Harris,
Thomas S. Johnston,
James S. Judson,
J. C. Kalbfleisch,
Henry Kohlmetz,
Henry Lomb,
Samuel H. Lowe,
Alex. M. Lindsay,
Adelbert W. Mudge,
Henry Michaels,
John E. Morey, Jr.,
George F. Merz,
Joseph Michaels,
Thomas McMillan,
Edward G. Miner, Jr.
J. Y. McClintock,
Louis W. Moore,
Francis M. McFarlin,
Edward Prizer,
Robert S. Paviour,
William Pitkin,
George H. Perkins,
Hon. C. R. Parsons,
Lewis P. Ross,
Clinton Rogers,
Ward V. Ranger,
Hon. Thomas Raines,
Henry Schwartz,
W. R. Spader,
Hon. James Sargent,
Rufus A. Sibley,
Henry A. Strong,
B. P. Smith.
Nathan Stein,
Frank A. Stecher,
Arthur E. Sutherland,
Philip S. Townsend,
William S. Van Cort,
Forrest H. Williams,
William Williams,
Artemas H. Wheeler,
James H. Wickes,
Charles P. Woodruff,
George Wilson,
Albert C. Walker,

The After Dinner Speeches.

Two hours passed very quietly while the courses were being served. During this time the hum of voices and rattle of dishes and the music of the orchestra combined in a cheerful sort of way. At 9:30 o'clock L. P. Ross, the president of the Chamber, called the diners to order. He said the pleasant duty devolved on him to welcome to the third dinner the guests and members of the organization. This was only the third event of the kind, but these dinners were regarded as important social events. Social relations were important. They brought about unity of thought and purpose. The surest way to reach a man's heart was through his stomach. He was sure the delectable *menu* had done this. It was now proposed to capture the brains of the guests by a more delectable *menu*. Mr. Cutler had been chosen to announce this menu. He closed by introducing James G. Cutler as toastmaster.

Mr. Cutler referred to the past banquets, but said he thought the future was more important. Politics had no place in the organization. It was for business. But that did not interfere with discussion of municipal problems. It was generally conceded that politics was out of place in the conduct of municipal government. The Chamber would attempt to secure the best municipal system. The city had a right to look to the Chamber to take the lead in matters of this kind. There would be no attempt to antagonize present officials who were doing their duty. Rochester suffered more from the evils of a bad system than from individual inability.

The toast-master, with a few complimentary words, introduced Hon. George F. Danforth to respond to the sentiment: "Our Guests." Mr. Cutler spoke of Judge Danforth as one of the leading legal minds of the state. He had attained a high position on the Bench and had retired on account of age. But in this case that only meant the attainment of full vigor of mind.

Judge Danforth said the Chamber of Commerce was an organization of citizens. It would attempt to broaden commerce and correct abuses. The body was without municipal power and without any power but that of organization. Surely this was a commendable spirit. The body hoped to act through municipal officers and thus do the best for the city, for the present and future. It could act through the municipal authorities, those elected to represent the citizens. It was a worthy declaration which the toastmaster had just made—that the body attempted to exert no political power and sought to accomplish nothing by itself. The municipal authorities were those who should act. It was the duty of all good citizens to aid those authorities. To resist them was riot; to overthrow was revolution.

To what the Chamber of Commerce had done, the daily journals bore witness. In closing the Judge thanked the hosts on behalf of the guests for the cordial reception which they had received.

Toastmaster Cutler next introduced Hon. Erastus Wiman. Mr. Wiman replied to the toast "A Commerce That Can be Continental." He said:

"The conditions that surround life in our day are so vastly improved as compared with those that existed 100 years ago, that one wonders what kind of progress was made in all the years that preceded the present century. Even in the 1,700 years previous to the Declaration of Independence and since the Christian era, leaving out of the question the 3,000 years before the birth of Christ, the progress towards advancing mankind until the present century was exceedingly meager. The single circumstance, above all others, that seems to have contributed most to the perfection of living, to the prolongation of life, and to all that makes up our present rounded, perfected existence, was the discovery of America. Following this discovery, after 300 years of preparedness the next most important event in the world's history was the development of the principle of self-government, the growth of self-reliance and freedom and equal opportunity which [illegible] country is an especial exhibition of [illegible] and purpose. With all this in [illegible] with grateful hearts and the proper apprehension of the great heritage which [illegible] this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: 'We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind.'

"With such an apprehension of the land we occupy does it not look as if there was a necessity in the fulfillment of the designs of Providence, after the discovery of the continent, that mankind should take on a nobler form of manhood than had been universally existing up to that day? It seems incumbent and in the providential order of things that the experience of reliance and enterprise, born of self government, should be demonstrated, so that the material resources of this country could be conquered and made available to the fullest extent for the benefit of mankind. Previous to this experience about the only nation that had achieved self government was the English; and it is a significant circumstance that not only from out of that nation should spring the elements of self government, but that as against it and in fulfillment of the principles which it had taught, an independent existence should have been sought. Prior to the Declaration of Independence the bulk of mankind had been ruled—had been dominated, by force of arms. Even in enlightened France the peasantry are yet slowly acquiring a knowledge of the great privileges with which they are endowed, while in Belgium and Prussia, in Austria, in Turkey and especially in Russia, what are the evidences of enlightened freedom? Among the common people what are the signs of intellectual progress or of material advancement as compared with the advancement on this continent?

"So that in the discovery of the continent, in its revelation to mankind, the fitting supplement has been the successful experiment of self government, resulting in a development not only in wealth and material progress, but in the development of a people in the highest degree fitted to take the most of the vast resources which God in His providence has bequeathed to them and to get from it the advantages and the ample provision for our own welfare and that of mankind at large. But stupendous as has been the progress which now begins to be realised, up to this time it has been confined to only one-half of the continent. The line of demarkation which was created by the Declaration of Independence, dividing in twain the heritage of mankind into two parts, a line broadly consisting of the St. Lawrence and the great lakes and the Forty-ninth parallel still exists. North of this line stands a country the extent, wealth, and future of which begins to dawn upon the public mind. Its possibilities are measurable by what has occurred south of this line. It is still, and perhaps will continue, under the nominal control of the English Government; but for trade purposes it ought to be made as available and as profitable as new states added to the Union [illegible] so fully possesses the attributes [illegible] ment to the Southern half of the continent that declare it to be the intention of Providence to make it a vast economic whole, so that one-half of the continent may be augmented and benefitted by the other part. The results of the progress within the United States have been so far-reaching that now in the last decade of the nineteenth century a period seems to have been reached when a sense of limitation to the American mind is apparent. The tier of states on the extreme north has already begun to be taken in; along the line of the Pacific a series of great commonwealths have been located, while on the south at the Rio Grande a vast empire within the Union is already being created.

"If the trade of the United States is to be continental, it must include the country beyond the border line on the north. This line at present consists of a tariff wall, splitly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one-half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a price that will enable them to enter into competition in foreign markets. Canada has an unlimited supply of this material in iron, in wood, in copper, in silver, in coal, fish, salt, fruit, and in many other things; so that she practically is a great treasure-house, in the development of which not only will new markets be created, but opportunities for profit afforded, in many instances even greater than those which have prevailed to the south.

"Recalling the progress of the [illegible] hundr[illegible] the United States [illegible] the control by the British empire of the greater half of the North American continent. The result of acquiescence in such a proposition would be a changed character in the future of that region, while a large immigration, a rapid development, and a close contact with the American people could result only in such terms of intimacy as would be highly beneficial to both. Whether it will result in political union or independence the future alone will tell."

Mr. Wiman said that if the finger of Providence was plainly visible—first, in the discovery of America by Columbus,—if it was equally visible in the Declaration of Independence and the marvellous results that have followed in the creation of this great nation,—it plainly pointed also in the direction of making available the whole continent. The experiment of colonial government north of the lakes and the St. Lawrence, compared with that of republican government on the south, had not been a brilliant success, so far as development of material resources is concerned. True, Canada is the freest country under the sun; true, a political contentment exists there hardly paralleled elsewhere in the world; but it was a fact nevertheless that for want of an outlet, from climatic disadvantages, and because of the long line of provinces, disunited and unconnected by close commercial ties, there had not been a success achieved anything approaching that which in the states of the Union was apparent. A period in the history of both countries, however, had been reached when, by the breaking down of the barrier between them, enormous advantages might be gained to both. The extension of the commerce of the United States to boundaries beyond its own limits was the next thing in the order of time. Everything pointed in that direction. The assemblage of the Pan-American Congress indicated a desire for larger trade areas. That there was an abounding necessity in this direction no one for an instant doubted. We were sending out in exports of raw material this autumn products equalling one and a quarter million dollars per day; and if we could duplicate this by sending out manufactured goods to a like extent, how highly advantageous would it be for the country generally. A contribution in this direction would result from the extension of our commerce through the whole continent, by breaking down the barrier between Canada and the United States, greater than from any other event that could occur. The speaker urged the members of the Chamber of Commerce to look into this question as a practical one, so that the trade of Rochester on the north should not be limited to Lake Ontario, but extend as far as human life could exist.

The toastmaster said the interesting and suggestive remarks of Mr. Wiman led naturally to the next toast "Our Merchants." It was desirable to secure a man who was *au fait* in these matters. He was present. Mr. Cutler then introduced John Fahy.

Mr. Fahy thought the response to the toast should come from one of the old heroes who came long before his time. These men, after many buffetings, had brought Rochester to her present proud position. Thanks were due to the old crew who had landed the ship so safely. There was a time when Rochester was in the valley — when it struggled for commercial existence. It was hard to realize now with all modern facilities at beck and call, the days when Rochester was being dug from the swamp. Merchants did not wear their spurs by inheritance. They earned them. Ability and endurance alone made success possible. The success of cities depended largely on the efforts of merchants. A great responsibility fell on the merchants of to-day. A great deal depended on merchant societies like the Chamber of Commerce. They could give tone to trade. He called on Rochester merchants to do all in their power for the success of the city.

Mr. Cutler called on William Barry to respond to the sentiment "Our Parks." He said it had doubtless occurred to many what a park really was. Some regarded it as waste land, others as a burden to the poor and a luxury to the rich. Some even thought it a trap to catch money. Mr. Barry thought it was necessary to have some place where the public could escape the noise and heat of the city. The rich had private gardens. But poorer classes needed somewhere to recreate. The crowded tenements gave but little chance for fresh air. The children needed some place better than the streets in which to romp. Young people needed some place for games and recreations.

It was said that in such a city as Rochester no parks were needed. If Rochester bore the reputation of being the most beautiful inland city, Mr. Barry thought it was a matter for congratulation. But nothing should be omitted which would tend to the growth and further beautifying of the city. [illegible]

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to trade when it was despised; when the feudal system prevailed. But that spirit was disappearing. It had no place here. The idea that when two persons engaged in trade, one lost what the other gained, was passing away. Trade founded on justice and right was a noble calling. The merchant occupied an important position. He should rank higher than the hereditary ruler. It had been thought that religion had no connection with trade. But this was no longer true. As the true essence of religion was perceived and as religious creeds gave way before religious spirit, the independence of trade and religion was acknowledged. When men were brought into contact with men, denominationalism disappeared. It was recognized that no creed had all the best. Man must be judged by himself. His belief could no longer fix his position.

"In Europe," said the Doctor, "many of the quarrels have been due to religious differences. But in America all creeds stand on the same footing. Yet without state aid religion is more strongly intrenched here than in the older countries. Where can you find a clergy more ready to acknowledge the right of creeds than here? Where can you find a clergy more ready to teach the true spirit of religion than here where no creed is buttressed by the state. The clergy in our midst try to infuse religion into politics. They teach that the same nice sense of honor which prevails in business transactions should prevail in politics. They teach that there should not be two standards. The business man should be ready to sacrifice his personal advantage to the state. The best men should not seek to avoid office. They should take an active interest in politics. Corruption in office, lavish expenditure of public moneys would then disappear. Then we should have the model republic—that which the best men dreamed of. It is that the Chamber of Commerce is striving for. I am glad to hear the sentiment expressed by the toastmaster. The Chamber of Commerce and the clergy must work hand in hand for the development of the city and the elevation of the city's society, morally and intellectually. Thus they prove that their final objects are the same."

George H. Daniels, of the Central-Hudson railway, was the next speaker. His subject was "Our Railway Facilities." He compared the present with the past. This was the only way, he thought, to arrive at a true appreciation of present facilities. He quoted from a writer of the old days discouraging investments in railways. At present all the world's money, metal and paper, would nor buy its railways. Just after the completion of the Erie canal Thurlow Weed wrote of Rochester in the *Telegram*. He said it was a pushing city and would become a commercial center. This prophet should have honor in his own country. Our fathers spent many days on short journeys over poor roads. Now the business man can spend the day in the metropolis of the country. He can leave at night for Rochester and reach there the next morning, having slept while he sped along in greater safety than any monarch in Europe. Our fathers regarded the canal as the salvation of commerce. To-day it only controls a small portion of the commerce of the country.

The next toast was "Matters and Things in General." J. H. Stedman responded as follows:

"The story goes that some years ago, in Buffalo, Paddy O'Day was president of the Fenian Brotherhood. Mr. McCarty was vice-president, but his usefulness to the order was seriously doubted and many vain attempts were made to reduce him to the ranks. The annual banquet at last occurred and Mr. O'Day made his address. After detailing the affairs of the year he said: 'I again welcome the brethren of this association around this festive board on the occasion of our annual banquet, and before I close my remarks I would like to have Mr. McCarty stand forth. Mr. McCarty are you wid us! 'I am, sir.' 'Are you wid us heart and soul?' 'I am, sir.' 'Then why the hill don't you resign!'

"I thought perhaps I could best serve the interests of this body in the McCarty way, by resigning, but I have, however, prepared a series of vital and instructive details which should secure the attention of every citizen who has the interests of this community truly at heart. I know the local speaker is like the 'prophet,' and the prophet, you know, is like the Fulu belle, she has so little on her in her own country, but I ask your earnest attention and your sympathetic ears that my important facts may not fade away suddenly, nor I myself appear to be like the busy, bustling, talkative man in Rhode Island of whom George Norman once said, 'He reminds me of one of those patent clothes reels. When the wind blows and it goes rapidly round and round, you would think there was a devil of a wash, but when the wind dies away there is only a shirt and a pair of drawers.'"

Mr. Stedman then read the following poem:

After years of the bang and the slam way
We yearn for the new motor tramway;
It will be very jolly
To run on the trolley,
So good-bye to the "public be damn" way.

When they get in this new usufruct, or
Perfect this electric inductor,
The old bob-tailed car,
E'er "so near yet so far"
Will then have a lightning conductor.

The "East sider" will miss the delights
Of the sleeping-cars, mornings and nights,
And short naps, where the porter
Now unhitches to water,
And the sweet-scented kerosene lights.

"11¾," the Rochester man, cries
And his bid buys the Buffalo franchise,
So to the country will go
Our old bob-tails so slow—
But t'will be a "Cross-town" which this plan tries.

We are blessed with a good chronic mayor,
As the horseman would say, "He's a stayer"
C. P.'s Century Plant,
Uproot him they can't,
[illegible]

There once was a wise engineer
Whose water works plan seemed quite queer,
He would pump it down hill
If the Committee'd keep still;
Why not bring it in tubs, don't appear.

The Rhode Island fellow says meters
Are as truthful as Waltham repeaters.
They, when properly placed,
"Get the drop" on the waste,
And the bills are as small as mosquitos.

It might be wise just here to mention
That this is no "temperance convention."
If the talk runs to water
Much more than it oughter
You can all take "an ounce of prevention."

The Court House committee this summer
Fell in with a good thorough plumber;
But the "peppermint test"
Cleaned the safe with the rest
And the man who pays taxes looks glummer.

And yet they were true to their views,
For "protection" they could not refuse.
They considered the price
As a tariff on Rice,
And "home industries" get what they lose.

The "park question" kicks up a rumpus,
I skip it for fear it will stump us.
The Commission keeps dark
But if seeking some park
You can find it by boxing the compass

At night the electric light's gleam,
Makes our city a beautiful dream;
And none but the blind
Fail enough light to find,
Tho' sometimes light-headed they seem.

None can accuse us of ever denying
Our light to the nations outlying.
To Charlotte, Henrietta,
To Chili or better
We give all that this town will stand buying.

And for miles out in every direction
The country roads' ruddy reflection
Would be a fine sight
Were one out there at night;
It's a "question of natural selection."

One *great* scheme should not be delayed,
In one solid phalanx arrayed,
With undaunted courage
We should win "water storage"
And be monarchs of all we've *surveyed*.

When we dam up the great Portage gap
And the Genesee lies in its lap,
We handle the gate-ways,
The "corkage" the State pays
And we have the horse-power "on tap."

Of our mill-wheels that day won't be any mum
And the busy life then will make many hum;
To ourselves and posterity
'Twill bring great prosperity,
For that day will be our mill-ennium.

This beautiful edifice floral
Most aptly illustrates a moral;
A fragrant suggestion
To move "the next question"
More emphatic than argument oral.

'Stead of babies of sunshines and showers
Adorning this Chamber of ours,
Our new Building next year
Will grandly appear
Adorning this "City of Flowers."

"Our Loan Associations" was the subject assigned John H. Foley. He said the loan association did a great deal to stimulate industry. He thought the association did much to teach saving and thrifty habits.

Samuel H. Lowe responded for "Our Press." He thought the subject was a comprehensive one. His thoughts first turned to the press which worked with hands and fingers of steel. That machine received more affection than was bestowed commonly on a mere material thing. He thought journalists of all grades who were shaping and moulding public opinion were worthy of consideration. The Rochester press was surpassed by that of no other city in the country. To say it was perfect would be useless. The time had come when childishness should be cast away from journalism. Editors in their contact with each other should be noble and chivalrous. Temperance and courteousness with tongue and pen were not incompatible with the noblest manhood. The representative Rochester press had always been conservative. It had always come to the support of the authorities. The courts found in it no enemy undermining with a wide influence public morals. The Rochester press had kept its columns clean. The legitimate had always been favored over the illegitimate. The Rochester press had always stood for the best progress. It believed in education. It was on the side of the churches and schools.

"It would be a pleasure in speaking of the Rochester press to refer to the past" said Mr. Lowe, "there are honored names on its rolls. But we cannot tarry with the past. There is a larger field. The telegraph has bound all parts of the country together. The press of the country is our press. Well may the press exclaim 'the world is my harvest!' News from all quarters of the globe pours in on the journalist in his sanctum; by him to be winnowed.

"I might speak of the history, the powers, the weaknesses and achievements of the press. I might speak of the men who spent their lives building up this agency. I might show that a free press is the natural enemy of tyranny. These and a thousand things invite discussion, but not to-night. I may have exalted this agent. Others may see faults where I enveloped in its light can see none. Whatever the press has been let us hope that its future will be nobler and better."

Toastmaster Cutler next introduced George C. Buell. He spoke for our new building. He said:

"I fear there may be some with us to-night who think that 'Castles in the Air' would be as appropriate to the occasion as the toast assigned to me, not realizing as they should the importance of the subject introduced, and to which I desire more particularly to call your attention. I confess that I am drawing upon my imagination somewhat, when I see in the near future a magnificent and massive edifice standing out conspicuously on one of our main streets, bearing the inscription, 'Erected by the Chamber of Commerce of the City of Rochester.' I am sure that I am safe in saying that the Chamber of Commerce commands the confidence and respect of the community and is felt as the real pulse of the progress [illegible] come over all taxes and expenses, and I verily believe, giving us sufficient accommodations without one cent of cost to this chamber.

"Now, how can the money be raised? It would be better to raise the whole amount by the issuance of bonds, bearing say 5 per cent. interest, secured by a mortgage on the property, or, by a permanent loan at a low rate of interest, to pay for the lot purchased—secured by first mortgage—and then by issuance of bonds, bearing interest, secured by a second mortgage, for a sum sufficient to pay for the construction of the building.

"Let no one discourage this proposed undertaking, but let us advance all together, increasing in enthusiasm as we progress, with the same energy as we manage our own enterprises. With such a spirit as I have outlined, our future prosperity is assured and we shall, before the termination of our present lease, be well located in our new home."

Henry C. Brewster responded for "Our Bankers." He said a banker must do two things to be successful. He must lend money securely so as to save his depositors, and he must have enough money on hand to meet demands. The banking business is founded on honesty and trust. It is a sign of prosperity as much as is the church and school house. It has been said that Rochester has few banks, but they are all as sound as a gold dollar. There are three kinds of banks in Rochester. There are the loan banks, the savings banks and the co-operative institutions. They have all exerted a great influence on the city's development.

The last toast was "Ourselves." L. P. Ross, president of the Chamber, responded. He said:

"I am asked to speak of ourselves, and what shall I say of ourselves? Shall I say that we be but plain merchants and manufacturers plodding on in our daily routine, trying to earn an honest living? or shall I say that we are a part—and no unimportant one—of that mighty army which is doing the work of the world; that we are the sons of commerce—of commerce which is the life-blood of nations, of commerce which, as it throbs and pulsates through its mighty veins and arteries, gives life, vigor and strength and produces that wealth and prosperity which make nations great and powerful. Its mighty impulse develops all the best resources of men and nations. For its votaries no region is too distant and no path too rugged. With its giant handmaids—steam and electricity—with its iron roads and massive ships, it has annihilated both time and space. It goes down deep into the heart of the earth and brings forth its hidden treasures; it turns the massive wheels of innumerable factories; it takes the product of forest and field, of mills and mines, and carries them over the whole world, distributing the necessities and comforts of life to millions of homes. Its triumphs are the triumphs of peace, and to check its onward march is to bring disaster, ruin and distress; its laws are founded on the highest and grandest principles of Christian ethics, [illegible] mutual trust and confidence of men in each other. Viewed in its broadest aspects it is a grand occupation and tends to develop all the best energies and possibilities of men. It requires the widest and most comprehensive, as well as the closest and most technical knowledge, and it has been the keenest and strongest incentive to inventions in all the mechanical arts and sciences. It rewards its votaries with a lavish hand, and enables them to build up and sustain all the grand charities of the world.

"Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellow-men, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and every one of us to say, I am a member of the Rochester Chamber of Commerce."

Mr. Ross's remarks closed the speech-making, and the orchestra played a selection while the guests separated.

Some Regrets.

Among the letters of regret read were the following: "I have done everything in my power to so arrange my affairs that I might accept your very kind invitation and be with you at your annual banquet, but I find it is utterly impossible for me to attend. With deep regrets,

"CHAUNCEY M. DEPEW."

"Please thank the Board of Trustees for their kind invitation to the annual banquet of your Chamber of Commerce. I regret very much that my engagements will not permit me to accept as this month is especially full of work for me.

"With Renewed Thanks,
"I am Yours Truly,
"ANDREW CARNEGIE."

"I am in receipt of your very kind invitation to attend the annual banquet of the Rochester Chamber of Commerce. I deeply regret that my engagements will prevent my having the pleasure of meeting with you on that occasion.

"Yours very truly,
"C. VANDERBILT."

"I have had the honor to receive a cordial invitation to attend a banquet of the Rochester Chamber of Commerce on the [illegible] of February. I should be very glad on the occasion to enjoy the hospitality of the Chamber of Commerce and to meet the large body of prominent business men who will take part in that festivity. I regret very much that my engagements of next week will make it impossible for me to visit Rochester on Saturday of that week. I beg that you will communicate to the Chamber my thanks for the kind invitation and my regrets that I cannot enjoy their proffered hospitality.

"I am, with great respect, your obedient servant,

"WILLIAM M. EVARTS."

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hands of the executive board and giving it to the common council; but as there seems to have been a slight misunderstanding in other quarters regarding Mr. Cutler's position we desire to say that the special feature of his remarks was this, that the entire management of and responsibility for the water works should be concentrated in the hands of the chief engineer.

On that question, we hardly need assure our readers, the HERALD, as it showed yesterday, is in line with Mr. Cutler.

How this shall be done, as we showed yesterday, is the question. Mr. Cutler declared that it was a matter of indifference to him whether it be by the executive board or by commission elected for the purpose by the common council, or whether the control passed into the hands of the council itself providing the later passed it over in good faith to the chief engineer. The work to be accomplished is to place the chief engineer beyond the reach of influence or removal by political rings or for political considerations. We would be glad to see that done not in the case of the chief engineer of the water works only, but in the case of every other chief of department and important official in the city.

IF THE Rochester Post Express will favor the HERALD's article of Thursday on the control of the water works it will see that the HERALD did not represent Mr. Cutler as in favor of transferring the water department from the executive board to the common council. We did not understand Mr. Cutler as favoring such a course and no proper interpretation of our article will construe it in that light. We suggest further to our neighbor that the HERALD is not, as it says, in favor of waiting until we get an entirely new charter before undertaking any reform. In our article of Thursday we said of the principle of concentrated power and responsibility: "We would be glad to see it applied to the entire city government, but failing in that, to any one or more departments of the government." We do not know, however, how it can be done, but if the Post Express has a plan we shall be glad to consider it.

THE HERALD publishes elsewhere a letter from Beadle county, South Dakota, correcting certain statements recently made in this paper on the authority of a correspondent of the Chicago Tribune regarding the destitute and suffering condition of the people of that state. Our correspondent shows some indignation over the circulation of such reports in the east, but it must be remembered that we gave currency to them for the purpose of arousing interest and securing aid for the sufferers. It is said that the Dakota people are taking care of their own sufferers, with some assistance from other states. We are certainly glad to know that the reports referred to were exaggerated.

WIT, WISDOM AND ELOQUENCE

With the Delicacies of the Caterer Combine to Make the Chamber of Commerce Banquet a Notable Affair—The Speakers and Hearers.

One hundred and ninety-seven gentlemen' members and guests, gathered at the third annual banquet of the Chamber of Commerce last evening. They were representative citizens of Rochester and other cities and counties, and they made up as brilliant an assemblage as ever gathered in the spacious parlors of the Chamber of Commerce. They talked of Rochester, her advantages and her beauties, her business and her social life. They pointed out her defects and suggested proper remedies. They told of her varied interests and praised the men who control them, and they did it all so eloquently, so wittily, with such an air of good-fellowship that the banquet was one of the most successful ever held by the organization.

It was after 7 o'clock when the members and guests took their places at the table. The three large rooms of the chamber were almost made into one by opening the immense folding doors and the tables were arranged as they were last year. The tables in the west room formed three sides of a rectangle with the opening towards the center room. In the center room they made a hollow square the head of the table being in the center of the west table and in the east room they were placed in a position exactly the reverse of those in the south room.

In the center of the hollow square formed by the tables, under festoons of smilax and towering above the heads of the guests, stood the Castle in Spain of the Chamber of Commerce, wrought out in miniature in immortelles. It was a representation of the Chamber of Commerce building that is to be, complete in every detail. Thirteen stories in height, every window was plainly marked and every outline of the building made distinct. It was an imposing structure even in flowers, and every person present expressed the wish that before another year it might be expanded into an edifice, not of flowers, but of the more prosaic brick and stone. The colors used were yellow and red, and the effect was most novel and beautiful. It was made under the direction of J. Alexander Hayden, who also had charge of the other decorations.

On the north side of the rooms was a bank of palms and ferns and the walls were covered with wreaths of smilax. The tables were made beautiful with pyramids of Catherine Mermet and Perle roses and many colored tulips. At each corner was a bunch of ferns and palms and in the center of the table at the toastmaster's place stood a jar of pink orchids. The tables were made doubly attractive with the soft light of dozens of wax candles, and the effect of the whole was brilliant and picturesque in the extreme.

At the head of the table sat the toastmaster, J. G. Cutler. On his right were Hon. Erastus Wiman, Samuel H. Lowe, of the *Morning Herald*, Rev. Max Landsberg and Henry Michaels, and on his left President L. P. Ross, Hon. George F. Danforth and Mayor Parsons. The guests of the chamber were scattered among the many Rochesterians. Nearly every Rochester industry and all the professions were represented in that gathering. The manufacturers, the wholesalers, the retailers, the capitalists, the bankers, the press, the law, music, art, and science all had their representatives there. It was a Rochester night and as such it was worthy of the fair fame of the city.

Shortly after 7 o'clock the first course of the following *menu* was served:

Blue Points.
Celery Soup. *Amontillado.*
Lobster Farcie.
Chicken Breast, Truffle Sauce. *Haut-Sauterne.*
Fresh Tomatoes, Stuffed.
Pontet Canet.
Roman Punch.
Philadelphia Squab.
Haricots Verts.
Salad.
Cheese. Biscuit Glaco. *Roederer.*
Cafe. Fruit.

Meyering's Orchestra was stationed in the east room and during the two hours required for the discussion of the *menu* the strains of its music strove for mastery with the hum of conversation. The arrangements were perfect in every detail. There was nothing to mar the enjoyment of those present and as a consequence the whole affair was a most unqualified success, worthy of the Rochester Chamber of Commerce in every way.

The Guests.

The guests from abroad were:
Calvin H. Allen, New York city.
A. O. Bunnell, Dansville, N. Y.
H. L. Brown, Mt. Morris, N. Y.
Ira C. Chace, New York city.
George H. Daniels, New York city.
E. A. Fisher, Oil City, Pa.
Richard C. Garhart, New York city.
J. Hildreth, Rome, N. Y.
J. C. Hood, Corning, N. Y.
A. H. Ivans, Lockport, N. Y.
J. Winslow Jones, Baltimore, Md.
A. L. Sweet, Medina, N. Y.
John H. Smith, Buffalo, N. Y.
Hon. Erastus Wiman, New York city.
Edson J. Weeks, Buffalo, N. Y.
J. W. Watson, Olean, N. Y.
D. B. Washburn, Milwaukee, Wis.

The Rochesterians were:
Daniel M. Anthony, William Aikenhead,
John F. Alden, Charles S. Alden,
Ezra R. Andrews, H. Franklin Atwood,
Egbert F. Ashley, James M. Aikenhead,
Julius Armbruster, William J. Ashley,
George W. Aldridge, Seth J. Arnold,
Levi Adler, Charles E. Angle,
Thomas Bolton, Nelson L. Button,
John Brodie, Gen. Henry Brinker,
Carroll E. Bowen, Henry C. Brewster,
William H. Booker, Harry L. Brewster,
Charles H. Babcock, Isaac A. Baum,
William Bartholomay, William C. Barry,
George C. Buell, William T. Bradley,
Edward B. Burgess, Edward J. Brayer,
James M. Backus, John C. Bertholf,
James S. Briggs, Morris Berg,
Joseph B. Bloss, Hon. Frederick Cook,
W. Frank Carlton, William W. Churchill,
John H. Chase, Charles Cauley,
James G. Cutler, Eugene T. Curtis,
Herman C. Cohen, G. N. Crosby,
William Carson, Pierce J. Cogswell,
Charles T. Chapin, George W. Crouch, Jr.,
Simeon G. Curtice, Edward Corning,
Edgar N. Curtice, Charles T. De Puy,
Thomas J. Devine, Harvey F. Drake,
Hon. Geo. F. Danforth, Dr. Alb't Drinkwater,
Rufus K. Dryer, William P. Davis,
William C. Dickinson, Charles M. Everest,
George W. Davison, George Eastman,
Michael Doyle, John H. Foley,
Harry K. Elston, Hon. Chas. E. Fitch,
Henry M. Ellsworth, James Fee,
Joseph H. Fee, Jay Fay,
John Fahy, Michael Filon,
Val. Fleckenstein, Thomas B. Griffith,
Charles P. Ford, Herbert B. Griffith,
Col. H. S. Greenleaf, Thomas B. Husband,
William H. Goodger, Henry B. Hathaway,
J. Herbert Grant, Henry F. Huntington,
John W. Hannan, Arthur S. Hamilton,
Prof. George D. Hale, James A. Hinds,
Henry S. Howland, Jr., Dr. Volney A. Hoard,
Charles E. Hoyt,
[illegible]
[illegible] Lincoln, Samuel H. Lowe,
James F. Le Clare, Alex. M. Lindsay,
Rev. Dr. Landsberg, Adelbert W. Mudge,
Rev. Dr. N. Millard, Henry Michaels,
Charles E. Morris, John E. Moore, Jr.,
[illegible]
[illegible] Thomas McMillan,
George E. Mumford, Edward G. Miner, Jr.,
Robert M. Myers, J. Y. McClintock,
Percy R. McPhail, Louis W. Moore,
Theobald Meyer, Francis M. McFarlin,
Jirah B. Moseley, Edward Prizer,
Ira L. Otis, Robert S. Paviour,
Charles H. Palmer, William Pitkin,
William R. Peters, George H. Perkins,
John P. Palmer, Hon. C. R. Parsons,
Sidney B. Roby, Lewis P. Ross,
Edgar P. Reed, Clinton Rogers,
Bernard Rothschild, Ward V. Ranger,
Thomas J. Reynolds, Hon. Thomas Raines,
Allen R. Sheffer, Henry Schwartz,
Wilson Soule, W. R. Spader,
J. Harry Stedman, Hon. James Sargent,
Henry D. Stone, Rufus A. Sibley,
De Villo W. Selye, Henry A. Strong,
Andrew V. Smith, B. P. Smith,
Arthur R. Selden, Nathan Stein,
George H. Smith, Frank A. Stecher,
Smith D. Stiles, Arthur E. Sutherland,
Andrew J. Townson, Philip S. Townsend,
Albrecht Vogt, William S. Van Cort,
C. B. Woodworth, Forrest H. Williams,
Richard W. Webb, William Williams,
Frederick W. Warner, Artemas H. Wheeler,
Edward C. Warren, James H. Wickes,
James M. Whitney, Charles P. Woodruff,
Arthur G. Yates, George Wilson,
George B. Zantzinger, Albert C. Walker,

The After Dinner Speeches.

Two hours passed very quietly while the courses were being served. During this time the hum of voices and rattle of dishes and the music of the orchestra combined in a cheerful sort of way. At 9:30 o'clock L. P. Ross, the president of the Chamber, called the diners to order. He said the pleasant duty devolved on him to welcome to the third dinner the guests and members of the organization. This was only the third event of the kind, but these dinners were regarded as important social events. Social relations were important. They brought about unity of thought and purpose. The surest way to reach a man's heart was through his stomach. He was sure the delectable *menu* had done this. It was now proposed to capture the brains of the guests by a more delectable *menu*. Mr. Cutler had been chosen to announce this menu. He closed by introducing James G. Cutler as toastmaster.

Mr. Cutler referred to the past banquets, but said he thought the future was more important. Politics had no place in the organization. It was for business. But that did not interfere with discussion of municipal problems. It was generally conceded that politics was out of place in the conduct of municipal government. The Chamber would attempt to secure the best municipal system. The city had a right to look to the Chamber to take the lead in matters of this kind. There would be no attempt to antagonize present officials who were doing their duty. Rochester suffered more from the evils of a bad system than from individual inability.

The toast-master, with a few complimentary words, introduced Hon. George F. Danforth to respond to the sentiment: "Our Guests." Mr. Cutler spoke of Judge Danforth as one of the leading legal minds of the state. He had attained a high position on the Bench and had retired on account of age. But in this case that only meant the attainment of full vigor of mind.

Judge Danforth said the Chamber of Commerce was an organization of citizens. It would attempt to broaden commerce and correct abuses. The body was without municipal power and without any power but that of organization. Surely this was a commendable spirit. The body hoped to act through municipal officers and thus do the best for the city, for the present and future. It could act through the municipal authorities, those elected to represent the citizens. It was a worthy declaration which the toastmaster had just made—that the body attempted to exert no political power and sought to accomplish nothing by itself. The municipal authorities were those who should act. It was the duty of all good citizens to aid those authorities. To resist them was riot; to overthrow was revolution.

To what the Chamber of Commerce had done, the daily journals bore witness. In closing the Judge thanked the hosts on behalf of the guests for the cordial reception which they had received.

Toastmaster Cutler next introduced Hon. Erastus Wiman. Mr. Wiman replied to the toast "A Commerce That Can be Continental." He said:

"The conditions that surround life in our day are so vastly improved as compared with those that existed 100 years ago, that one wonders what kind of progress was made in all the years that preceded the present century. Even in the 1,700 years previous to the Declaration of Independence and since the Christian era, leaving out of the question the 8,000 years before the birth of Christ, the progress towards advancing mankind until the present century was exceedingly meager. The single circumstance, above all others, that seems to have contributed most to the perfection of living, to the prolongation of life, and to all that makes up our present rounded, perfected existence, was the discovery of America. Following this discovery, after 300 years of preparedness, the next most important event in the world's history was the development of the principle of self-government, the growth of self-reliance and freedom and ample opportunity which followed the creation of this nation. The proof that the discovery of this continent and its subsequent development by self-government has been the mainspring of the progress of the world, is found in the contemplation of the conditions which would have now existed in Europe had not these events occurred. Picture, if you can, the narrow areas of the respective fatherlands of this country, crowded with the natural increase in the human family which has occurred within the 400 years. The sustenation of life from the narrow spaces to be cultivated would have been a most difficult problem. The crowded homes, the ill health from want of ventilation and a thousand other things would have made life almost a burden; while governments of necessity would have been more than ever despotic; with armies more than ever numerous and dominant.

"The spectacle of Europe without free America, at this stage of increasing humanity, would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth, and amid discouragements the most overwhelming and local difficulties, that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. Following the discovery of Columbus in the three hundred years of slow occupancy of even a fringe of the coast, was a period of preparedness for the great event of American independence, that great milestone in the progress of mankind. The consequences are more stupendous in their influence upon mankind than almost all other events in history combined since the birth of the Saviour. In the power to produce food products is so plainly a providential interference for the sustenation of life that no one can hesitate to believe in not only a divine providence, but that the discovery, growth and development of this [illegible] grafted upon our hearts these burning words of Emerson: 'We live in a new and exceptional age. North America is a name for opportunity. Its [illegible] shows it to be the last [illegible] best [illegible] mankind.' With such an [illegible] does it not look as if there was a necessity in the fulfillment of the designs of Providence, after the discovery of the continent, that mankind should take on a nobler form of manhood than had been universally existing up to that day? It seems incumbent and in the providential order of things that the experience, self-reliance and enterprise, born of self government, should be demonstrated, when the material resources of this country were conquered and made available to the full extent for the benefit of mankind. Previous to this experience about the only people that had achieved self government was the English; and it is a significant circumstance that not only from out of that nation should spring the elements of self government, but that as against it and in fulfillment of the principles which it had taught, an independent existence should have been achieved. Prior to the Declaration of Independence the bulk of mankind had been ruled—had been dominated, by force of arms. Now in enlightened France the peasantry are slowly acquiring a knowledge of the privileges with which they are endowed, while in Belgium and Prussia, in Austria, Turkey and especially in Russia, what are the evidences of enlightened freedom? Among the common people what are the signs of intellectual progress or of material advancement as compared with the development on this continent?

"So that in the discovery of the continent, in its revelation to mankind, the fitting supplement has been the successful experiment of self government, resulting in a development not only in wealth and material progress, but in the development of a people in the highest degree fitted to make the most of the vast resources which in His providence has bequeathed to them, and to get from it the advantages and the ample provision for our own welfare and of mankind at large. But stupendous as has been the progress which now begins to be realised, up to this time it has been confined to only one-half of the continent. The line of demarkation which was created by the Declaration of Independence, dividing the heritage of mankind into two parts, a line broadly consisting of the St. Lawrence and the great lakes and the Forty-ninth parallel still exists. North of this line lies a country the extent, wealth, and [illegible] of which begins to dawn upon the [illegible] mind. Its possibilities are measurable by what has occurred south of that line. It is still, and perhaps will continue to be, under the nominal control of a foreign Government; but for trade purposes it ought to be made as available and profitable as new states added to the Union. It so fully possesses the attributes of complement to the Southern half of the continent that declare it to be the intention of Providence to make it a vast economic whole, so that one-half of the continent may be augmented and benefitted by the other part. The results of the progress within the United States have been so far-reaching that now in the last decade of the nineteenth century a period seems to have been reached when a sense of limitation to the American mind is apparent. The tier of states on the extreme north has already begun to be taken in; along the line of the Pacific a series of great commonwealths have been located, while on the south at the Rio Grande a vast empire within the Union is already being created.

"If the trade of the United States is to be continental, it must include the country beyond the border line on the north. This line at present consists of a tariff wall, aptly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one-half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a price that will enable them to enter into competition in foreign markets. Canada has an unlimited supply of this material in iron, in wood, in copper, in silver, in coal, fish, salt, fruit, and in many other things; so that she practically is a great treasure-house, in the development of which not only will new markets be created, but opportunities for profit afforded, in many instances even greater than those which have prevailed to the south.

"Recalling the progress of the [illegible] hundr[illegible] the United States [illegible] greater [illegible] than the opportunity now afforded to make available all the advantages of a commercial union with the north, with a country of equal area, equal riches, and with material essential to progress and prosperity. So far as Canada is concerned, at no time were circumstances so favorable to a closer trade relation with this country than at present. Her geographical position, the experiment of protection in a restricted population, much needed development of natural resources and lack of success in material growth, all point to the necessity of a change. The Conservative party, now in power, practically oppose an enlarged relation with this country. This is shown by their harsh interpretation of the fishery treaty of 1818, the disinclination to furnish bonding facilities, a hostile tariff and an offensive attitude all along the line. On the other hand the great Liberal party, in opposition, have adopted as the sole plank in their platform an unrestricted reciprocal relation with the United States. At the impending general election which will take place within eighteen months, the question will be on the adoption of one of these two policies. A slight encouragement from the United States would get a majority in Parliament favorable to the admission free of duty, into every part of that vast territory, of every article produced south of the border, while a duty would continue to be exacted on merchandise imported from England. A spectacle would be presented of nearly one half of the British empire, discriminating against the goods from another part of that Empire, while admitting those from the United States, a commercial rival, free. It would be hard for the British Parliament and the imperial government to consent to this arrangement but if the people of Canada are inclined to put them to the test, these conditions will be presented to them. The result of a denial would be fatal to British connection, and [illegible] the finger of Providence was plainly visible—first, in the discovery of America by Columbus,—if it was equally visible in the Declaration of Independence and the marvellous results that have followed in the creation of this great nation,—it plainly pointed also in the direction of making available the whole continent. The experiment of colonial government north of the lakes and the St. Lawrence, compared with that of republican government on the south, had not been a brilliant success, so far as development of material resources is concerned. True, Canada is the freest country under the sun; true, a political contentment exists there hardly paralleled elsewhere in the world; but it was a fact nevertheless that for want of an outlet, from climatic disadvantages, and because of the long line of provinces, disunited and unconnected by close commercial ties, there had not been a success achieved anything approaching that which in the states of the Union was apparent. A period in the history of both countries, however, had been reached when, by the breaking down of the barrier between them, enormous advantages might be gained to both. The extension of the commerce of the United States to boundaries beyond its own limits was the next thing in the order of time. Everything pointed in that direction. The assemblage of the Pan-American Congress indicated a desire for larger trade areas. That there was an abounding necessity in this direction no one for an instant doubted. We were sending out in exports of raw material this autumn products equalling one and a quarter million dollars per day; and if we could duplicate this by sending out manufactured goods to a like extent, how highly advantageous would it be for the country generally. A contribution in this direction would result from the extension of our commerce through the whole continent, by breaking down the barrier between Canada and the United States, greater than from any other event that could occur. The speaker urged the members of the Chamber of Commerce to look into this question as a practical one, so that the trade of Rochester on the north should not be limited to Lake Ontario, but extend as far as human life could exist.

The toastmaster said the interesting and suggestive remarks of Mr. Wiman led naturally to the next toast "Our Merchants." It was desirable to secure a man who was *au fait* in these matters. He was present. Mr. Cutler then introduced John Fahy.

Mr. Fahy thought the response to the toast should come from one of the old heroes who came long before his time. These men, after many buffetings, had brought Rochester to her present proud position. Thanks were due to the old crew who had landed the ship so safely. There was a time when Rochester was in the valley — when it struggled for commercial existence. It was hard to realize now with all modern facilities at beck and call, the days when Rochester was being dug from the swamp. Merchants did not wear their spurs by inheritance. They earned them. Ability and endurance alone made success possible. The success of cities depended largely on the efforts of merchants. A great responsibility fell on the merchants of to-day. A great deal depended on merchant societies like the Chamber of Commerce. They could give tone to trade. He called on Rochester merchants to do all in their power for the success of the city.

Mr. Cutler called on William Barry to respond to the sentiment "Our Parks." He said it had doubtless occurred to many what a park really was. Some regarded it as waste land, others as a burden to the poor and a luxury to the rich. Some even thought it a trap to catch money. Mr. Barry thought it was necessary to have some place where the public could escape the noise and heat of the city. The rich had private gardens. But poorer classes needed somewhere to recreate. The crowded tenements gave but little chance for fresh air. The children needed some place better than the streets in which to romp. Young people needed some place for games and recreations.

It was said that in such a city as Rochester no parks were needed. If Rochester bore the reputation of being the most beautiful inland city, Mr. Barry thought it was a matter for congratulation. But nothing should be omitted which would tend to the growth and further beautifying of the city. The public would never tire of the never ending changes of hill and dale. Mr. Barry thought a public park should be as near as possible to the center of population. Even in these days of rapid cheap transportation this was the case. The statement was made that parks were an expensive luxury. But the speaker thought a park properly managed would be sure to increase the value of property. Thus the extra taxation would be no burden. Other cities were doing a great deal in park matters. It gave Mr. Barry pleasure to say that Rochester parks were rapidly assuming shape. He thought in ten years the most determined opponent of the system would acknowledge its benefits.

Mr. Cutler said Rochester was naturally intended for a manufacturing center. The water power showed this. The shoe manufacturing industry was a great one. He knew no one fitted to speak more "soulfully" on that subject than Eugene T. Curtis.

Mr. Curtis said manufacturers had done much to advance civilization. They drew the line between barbarism and civilization. They had freed the cultivation of the soil from never-ending toil and made it a scientific employment. They had contributed to the enjoyment of all. They had lowered the prices of commodities and brought many things in the reach of all people. This was a fact which those who argued against labor-saving machinery [illegible] Any [illegible] which would [illegible] as a benefit to the laborer and the employer. Mr. Curtis thought that industry contributed most to the wealth and prosperity of the city which employed the greatest number of mechanics and their sons and daughters. Mr. Curtis paid a tribute to the home owning mechanic. He thought that city in which the laborers owned houses was the most prosperous. Men who owned homes were better citizens; more patriotic. He quoted Robert Ingersoll on this subject. A man would fight and die if necessary for his home but who ever heard of a man shouldering his musket for his boarding house.

Mr. Curtis disclaimed intricate knowledge of Rochester's business concerns. He did not know whether the clothing merchants sold goods all wool and a yard wide; he knew little about brewing or banking, but he was bound to speak a good word for his own trade, the shoe trade. He was sure on the principle of the survival of the "fittest" that the shoe trade would "outlast" them all.

Rev. Dr. Max Landsberg responded for "The Clergy." He said he was equal with his brother clergymen in the recognition of the importance of the Chamber of Commerce and in the conception of its future. He thought the clergy exerted an influence on the social and intellectual relations of the citizens. He was proud to claim to descend from a race which had always been engaged in commerce—first by compulsion and then by choice. They held [illegible] thought [illegible] religion had no connection with trade. But this was no longer true. As the true essence of religion was perceived and as religious creeds gave way before religious spirit, the independence of trade and religion was acknowledged. When men were brought into contact with men, denominationalism disappeared. It was recognized that no creed had all the best. Man must be judged by himself. His belief could no longer fix his position.

"In Europe," said the Doctor, "many of the quarrels have been due to religious differences. But in America all creeds stand on the same footing. Yet without state aid religion is more strongly intrenched here than in the older countries. Where can you find a clergy more ready to acknowledge the right of creeds than here? Where can you find a clergy more ready to teach the true spirit of religion than here where no creed is buttressed by the state. The clergy in our midst try to infuse religion into politics. They teach that the same nice sense of honor which prevails in business transactions should prevail in politics. They teach that there should not be two standards. The business man should be ready to sacrifice his personal advantage to the state. The best men should not seek to avoid office. They should take an active interest in politics. Corruption in office, lavish expenditure of public moneys would then disappear. Then we should have the model republic—that which the best men dreamed of. It is that the Chamber of Commerce is striving for. I am glad to hear the sentiment expressed by the toastmaster. The Chamber of Commerce and the clergy must work hand in hand for the development of the city and the elevation of the city's society, morally and intellectually. Thus they prove that their final objects are the same."

George H. Daniels, of the Central-Hudson railway, was the next speaker. His subject was "Our Railway Facilities." He compared the present with the past. This was the only way, he thought, to arrive at a true appreciation of present facilities. He quoted from a writer of the old days discouraging investments in railways. At present all the world's money, metal and paper, would nor buy its railways. Just after the completion of the Erie canal Thurlow Weed wrote of Rochester in the *Telegram*. He said it was a pushing city and would become a commercial center. This prophet should have honor in his own country. Our fathers spent many days on short journeys over poor roads. Now the business man can spend the day in the metropolis of the country. He can leave at night for Rochester and reach there the next morning, having slept while he sped along in greater safety than any monarch in Europe. Our fathers regarded the canal as the salvation of commerce. To-day it only controls a small portion of the commerce of the country.

The next toast was "Matters and Things in General." J. H. Stedman responded as follows:

"The story goes that some years ago, in Buffalo, Paddy O'Day was president of the Fenian Brotherhood. Mr. McCarty was vice-president, but his usefulness to the order was seriously doubted and many vain attempts were made to reduce him to the ranks. The annual banquet at last occurred and Mr. O'Day made his address. After detailing the affairs of the year he said: 'I again welcome the brethren of this association around this festive board on the occasion of our annual banquet, and before I close my remarks I would like to have Mr. McCarty stand forth. Mr. McCarty are you wid us? 'I am, sir.' 'Are you wid us heart and soul?' 'I am, sir.' 'Then why the hill don't you resign!'

"I thought perhaps I could best serve the interests of this body in the McCarty way, by resigning, but I have, however, prepared a series of vital and instructive details which should secure the attention of every citizen who has the interests of this community truly at heart. I know the local speaker is like the 'prophet,' and the prophet, you know, is like the [illegible] belle, she has so little on her in her own country, but I ask your earnest attention and your sympathetic ears that my important facts may not fade away suddenly, nor I myself appear to be like the busy, bustling, talkative man in Rhode Island of whom George Norman once said, 'He reminds me of one of those patent clothes reels. When the wind blows and it goes rapidly round and round, you would think there was a devil of a wash, but when the wind dies away there is only a shirt and a pair of drawers.'"

Mr. Stedman then read the following poem:

After years of the bang and the slam way
We yearn for the new motor tramway;
It will be very jolly
To run on the trolley,
So good-bye to the "public be damn" way.

When they get in this new usufruct, or
Perfect this electric inductor,
The old bob-tailed car,
E'er "so near yet so far"
Will then have a lightning conductor.

The "East sider" will miss the delights
Of the sleeping-cars, mornings and nights,
And short naps, where the porter
Now unhitches to water,
And the sweet-scented kerosene lights.

"11¾," the Rochester man, cries
And his bid buys the Buffalo franchise,
So to the country will go
Our old bob-tails so slow—
But t'will be a "Cross-town" which this plan tries.

We are blessed with a good chronic mayor,
As the horseman would say, "He's a stayer"
C. P.; Century Plant,
Uproot him they can't,
[illegible]

Two citizens proudly aspire,
Each to lift his own building the higher;
Each striving to keep
At the top of the heap,
Raises "one better," "just for a flyer."

"Fine view of the City," says Powers,
"See the County," says Wilder, "from ours."
Both will still elevate
'Till the whole of "York'State"
Can be seen from the tops of their towers.

Will a good pavement ever regain
East avenue's swampy domain?
Yet to wallow in slush,
Mud, mire and mush
Is an *ass'fault*, so one can't complain.

The Sophia street folks cannot sleep, 'till
Taken down is the Central Church steeple,
Like the "house on the sand,"
When the storm comes, 'twill land
On the heads of some very good people.

[illegible] collection of garbage entails
[illegible] trouble and frequently fails;
[illegible] cart-de-visite
Won't collect on our street
Without meringue-tops on the pails.

Soft coal smoke in every direction
Excites active public objection,
Protest seems like a joke
When the thing ends in smoke,
And its pretty bad for the complexion.

Some say the new Water Board rates
Charging cost, makes the bill much too great.
If the cost too intense is
Reduce the expenses
With a shut-off called investi-gate.

It might be wise just here to mention
That this is no "temperance convention."
If the talk runs to water
Much more than it oughter
You can all take "an ounce of prevention."

The Court House committee this summer
Fell in with a good thorough plumber;
But the "peppermint test"
Cleaned the safe with the rest
And the man who pays taxes looks glummer.

And yet they were true to their views,
For "protection" they could not refuse.
They considered the price
As a tariff on Rice,
And "home industries" got what they lose.

The "park question" kicks up a rumpus,
I skip it for fear it will stump us.
The Commission keeps dark
But if seeking some park
You can find it by boxing the compass

At night the electric light's gleam,
Makes our city a beautiful dream;
And none but the blind
Fail enough light to find,
Tho' sometimes light-headed they seem.

None can accuse us of ever denying
Our light to the nations outlying.
To Charlotte, Henrietta,
To Chili or better
We give all that this town will stand buying.

And for miles out in every direction
The country roads' ruddy reflection
Would be a fine sight
Were one out there at night;
It's a "question of natural selection."

One *great* scheme should not be delayed,
In one solid phalanx arrayed,
With undaunted courage
We should win "water storage"
And be monarchs of all we've *surveyed*.

When we dam up the great Portage gap
And the Genesee lies in its lap,
We handle the gate-ways,
The "corkage" the State pays
And we have the horse-power "on tap."

Of our mill-wheels that day won't be any mum
And the busy life then will make many hum;
To ourselves and posterity
'Twill bring great prosperity,
For that day will be our mill-ennium.

This beautiful edifice floral
Most aptly illustrates a moral;
A fragrant suggestion
To move "the next question"
More emphatic than argument oral.

'Stead of babies of sunshines and showers
Adorning this Chamber of ours,
Our new Building next year
I grandly appear
Adorning this "City of Flowers."

"Our Loan Associations" was the subject assigned John H. Foley. He said the loan association did a great deal to stimulate industry. He thought the association did much to teach saving and thrifty habits.

Samuel H. Lowe responded for "Our Press." He thought the subject was a comprehensive one. His thoughts first turned to the press which worked with hands and fingers of steel. That machine received more affection than was bestowed commonly on a mere material thing. He thought journalists of all grades who were shaping and moulding public opinion were worthy of consideration. The Rochester press was surpassed by that of no other city in the country. To say it was perfect would be useless. The time had come when childishness should be cast away from journalism. Editors in their contact with each other should be noble and chivalrous. Temperance and courteousness with tongue and pen were not incompatible with the noblest manhood. The representative Rochester press had always been conservative. It had always come to the support of the authorities. The courts found in it no enemy undermining with a wide influence public morals. The Rochester press had kept its columns clean. The legitimate had always been favored over the illegitimate. The Rochester press had always stood for the best progress. It believed in education. It was on the side of the churches and schools.

"It would be a pleasure in speaking of the Rochester press to refer to the past" said Mr. Lowe, "there are honored names on its rolls. But we cannot tarry with the past. There is a larger field. The telegraph has bound all parts of the country together. The press of the country is our press. Well may the press exclaim 'the world is my harvest!' News from all quarters of the globe pours in on the journalist in his sanctum; by him to be winnowed.

"I might speak of the history, the powers, the weaknesses and achievements of the press. I might speak of the men who spent their lives building up this agency. I might show that a free press is the natural enemy of tyranny. These and a thousand things invite discussion, but not to-night. I may have exalted this agent. Others may see faults where I enveloped in its light can see none. Whatever the press has been let us hope that its future will be nobler and better."

Toastmaster Cutler next introduced George C. Buell. He spoke for our new building. He said:

"I fear there may be some with us to-night who think that 'Castles in the Air' would be as appropriate to the occasion as the toast assigned to me, not realizing as they should the importance of the subject introduced, and to which I desire more particularly to call your attention. I confess that I am drawing upon my imagination somewhat, when I see in the near future a magnificent and massive edifice standing out conspicuously on one of our main streets, bearing the inscription, 'Erected by the Chamber of Commerce of the City of Rochester.' I am sure that I am safe in saying that the Chamber of Commerce commands the confidence and respect of the community and is felt as the real pulse of the progress and development of our city in its material prosperity. One thing that has contributed to our success is the fact that our life began and has continued in the spacious and pleasant rooms of this elegant building.

"Our first president and his associates chose well when they selected these quarters; but these are not our own; we are only tenants. If we can thrive here, how much more thrifty we should be in our own home, more conveniently arranged, more beautiful and attractive, and in the construction of which each member would feel a personal interest. The permanency and efficiency of this organization will be greatly promoted by the erection and occupancy of such a building.

"If I may speak of the special committee having in charge the selection of a site—I should say that they favor only a first class one—a location as good, and central, as can be procured, and they would recommend the construction of a building so attractive that it will be a credit to our city, as well as most useful and profitable to this body. Of course there are many questions of importance that will naturally suggest themselves to your minds, that must be satisfactorily answered, to ensure the success of our project. And perhaps, the first and not the least important, is the simple one. Can such an enterprise be made to pay? I reply certainly, why not? Such a building as we should erect, well located, conveniently arranged, fire-proof, and with all modern appliances, would command the best class of tenants, and at fair rentals, yielding an in[illegible] pay for the lot purchased—secured by first mortgage—and then by issuance of bonds, bearing interest, secured by a second mortgage, for a sum sufficient to pay for the construction of the building.

"Let no one discourage this proposed undertaking, but let us advance all together, increasing in enthusiasm as we progress, with the same energy as we manage our own enterprises. With such a spirit as I have outlined, our future prosperity is assured and we shall, before the termination of our present lease, be well located in our new home."

Henry C. Brewster responded for "Our Bankers." He said a banker must do two things to be successful. He must lend money securely so as to save his depositors, and he must have enough money on hand to meet demands. The banking business is founded on honesty and trust. It is a sign of prosperity as much as is the church and school house. It has been said that Rochester has few banks, but they are all as sound as a gold dollar. There are three kinds of banks in Rochester. There are the loan banks, the savings banks and the co-operative institutions. They have all exerted a great influence on the city's development.

The last toast was "Ourselves." L. P. Ross, president of the Chamber, responded. He said:

"I am asked to speak of ourselves, and what shall I say of ourselves? Shall I say that we be but plain merchants and manufacturers plodding on in our daily routine, trying to earn an honest living? or shall I say that we are a part—and no unimportant one—of that mighty army which is doing the work of the world; that we are the sons of commerce—of commerce which is the life-blood of nations, of commerce which, as it throbs and pulsates through its mighty veins and arteries, gives life, vigor and strength and produces that wealth and prosperity which make nations great and powerful. Its mighty impulse develops all the best resources of men and nations. For its votaries no region is too distant and no path too rugged. With its giant handmaids—steam and electricity—with its iron roads and massive ships, it has annihilated both time and space. It goes down deep into the heart of the earth and brings forth its hidden treasures; it turns the massive wheels of innumerable factories; it takes the product of forest and field, of mills and mines, and carries them over the whole world, distributing the necessities and comforts of life to millions of homes. Its triumphs are the triumphs of peace, and to check its onward march is to bring disaster, ruin and distress; its laws are founded on the highest and grandest principles of Christian ethics—of mutual trust and confidence of men in each other. Viewed in its broadest aspects it is a grand occupation and tends to develop all the best energies and possibilities of men. It requires the widest and most comprehensive, as well as the closest and most technical knowledge, and it has been the keenest and strongest incentive to inventions in all the mechanical arts and sciences. It rewards its votaries with a lavish hand, and enables them to build up and sustain all the grand charities of the world.

"Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellow-men, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and every one of us to say, 'I am a member of the Rochester Chamber of Commerce.'"

Mr. Ross's remarks closed the speech-making, and the orchestra played a selection while the guests separated.

Some Regrets.

Among the letters of regret read were the following: "I have done everything in my power to so arrange my affairs that I might accept your very kind invitation and be with you at your annual banquet, but I find it is utterly impossible for me to attend. With deep regrets,
"CHAUNCEY M. DEPEW."

"Please thank the Board of Trustees for their kind invitation to the annual banquet of your Chamber of Commerce. I regret very much that my engagements will not permit me to accept as this month is especially full of work for me.
"With Renewed Thanks,
"I am Yours Truly,
"ANDREW CARNEGIE."

"I am in receipt of your very kind invitation to attend the annual banquet of the Rochester Chamber of Commerce. I deeply regret that my engagements will prevent my having the pleasure of meeting with you on that occasion.
"Yours very truly,
"C. VANDERBILT."

"I have had the honor to receive a cordial invitation to attend a banquet of the Rochester Chamber of Commerce on the [illegible] of February. I should be very glad on that occasion to enjoy the hospitality of the Chamber of Commerce and to meet the large body of prominent business men who will take part in that festivity. I regret very much that my engagements of next week will make it impossible for me to visit Rochester on Saturday of that week. I beg that you will communicate to the Chamber my thanks for the kind invitation and my regrets that I cannot enjoy their proffered hospitality.
"I am, with great respect, your obedient servant,
"WILLIAM M. EVARTS."

"I acknowledge the receipt of your kind favor of the 27th inst., inviting me to attend the annual banquet of the Rochester Chamber of Commerce on Saturday, February 8th, 1890 and [illegible] to inform you that engagements here will prevent attendance. Thanking you most cordially, I remain with great respect,
"FRANK HISCOCK."

"Your kind invitation to participate as a guest at the annual banquet of the Rochester Chamber of Commerce on Saturday, February 8th, is gratefully acknowledged. Inasmuch as I have an engagement before the committee on rivers and harbors at that date to present the wishes of the Rochester Chamber of Commerce in behalf of the harbor and the opening of Irondequoit bay, it will be inconvenient for me to be present.
"Yours very truly,
"CHARLES S. BAKER."

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FEBRUARY 10, 1890.
ROCHESTER MORNING HERALD, MONDAY,

ITS THIRD YEAR.

CHAMBER OF COMMERCE DINNER.

A Notable Occasion—Commercial Union Advocated by Erastus Wiman—Abstracts From Addresses by Many Citizens.

The Rochester chamber of commerce, which all through the past twelve months has been so earnestly laboring for the development of the Flower city, observed the opening of another year of usefulness on Saturday evening. Nearly two hundred of the city's solid business men, together with a number of invited guests, assembled at seven o'clock to attend the third annual dinner of the orgaization. The tables were spread in the three large rooms occupied by the association.

It was indeed a brilliant scene which met the eyes of the guests as they seated themselves around the tables. In the center of the middle room stood a floral representation of the proposed chamber of commerce building, 13 stories in height, with all the architectural outlines plainly distinguishable. It was a remarkable triumph of the florist's art and was made under the direction of J. Alexander Hayden, who had complete charge of the decorations. Palms, ferns and smilax wreaths abounded, while pyramids of roses and tulips adorned each table. A jar of pink orchids was placed near the toastmaster's seat. Wax candles cast their subdued light over the pleasing picture, while many a melodious note fell upon the listening ear from the station in the east room occupied by Meyering's orchestra.

The following guests were present from out of town: Calvin H. Allen, New York; A. O. Bunnell, Dansville; H. L. Brown, Mt. Morris; Ira C. Chace, New York; George H. Daniels, New York; E. A. Fisher, Oil City, Pennsylvania; Richard C. Garhart, New York; J. Hildreth, Rome; J. C. Hood, Corning; A. H. Ivans, Lockport; J. Winslow Jones, Baltimore, Maryland; A. L. Sweet, Medina; John H. Smith, Buffalo; Hon. Erastus Wiman, New York; Edson J. Weeks, Buffalo; J. W. Watson, Olean; D. B. Washburn, Milwaukee. Among the Rochesterians, not actively connected with the chamber, who were in attendence were James M. Aikenhead, Julius Armbruster and George W. Aldridge of the executive board; Aldermen Fee, Judson, McMillan, Selye and Williams, Hon. George F. Danforth, Charles E. Fitch, Postmaster Fleckenstein, ex-Mayor Michael Filon, George D. Hale, Dr. V. A. Hoard, Edward Harris, Rev. Dr. Max Landsberg, Samuel H. Lowe, Rev. Dr. Nelson Millard, Mayor C. R. Parsons, Hon. Thomas Raines, Arthur E. Sutherland and Frederick W. Warner. A tempting menu had been prepared by Teall, and over two hours were spent in serving the succession of dainty courses.

At half past nine o'clock President L. P. Ross called the gathering to order and welcomed the guests to the third annual dinner of the chamber of commerce. In the course of his remarks he said:

The social element in our chamber of commerce is one that is well for us all to seek to build up and extend. It is good for men to know each other; by personal knowledge they come to have an appreciation and respect for each other, which does not come in any other way, and which in our organization tends to produce that unity of thought, unity of purpose and unity of action which makes it vigorous, efficient and powerful. It is an old adage that "the surest way to a man's heart is through his stomach." I am very sure that we have by the admirable menu placed before you by our most efficient committee, captured the heart of each one of you. We now propose by a still more delectable menu to capture the brains of each one of you. One of our own members has been chosen to announce this menu to you, and from my knowledge of him and his reputation, I do not doubt it will be done in a manner both eloquent and attractive. I now have the pleasure of introducing to you as toastmaster for this evening, Mr. J. G. Cutler.

Mr. Cutler then assumed the duties of his position, which he discharged in a most acceptable manner. His witty sallies in introducing the several speakers evoked loud bursts of laughter and applause. His opening address was in a more serious vein and was listened to with marked attention. It follows in full:

GENTLEMEN—We celebrate the auspicious commencement of the third year of our corporate existence. It is not necessary to speak of the past: the representative character of this audience shows conclusively your satisfaction with the record thus far made, and implies your confidence for the future. It is of the future that I propose to speak in the briefest possible way. The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and in introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on. But this is not to say that the society is to occupy a position of antagonism toward any officials who are endeavoring to give us the best government which the defects in our system will permit, or who will honestly aid in measures of reform. Impatient under abuses which waste his substance and subject him to annoyances which it is the office of good government to prevent, the indignant taxpayer commonly charges individuals with a responsibility which, in this city, at least, more properly belongs to a defective system [illegible]

shall we suggest and obtain such reforms as we want. It is easy to criticise the officers, but the power has been placed with them. To obstruct them is riot, to defeat them is revolution. We know what this body has done to advance the interests of the city. For the future of this chamber I wish all sorts of prosperity.

Hon. Erastus Wiman, the distinguished advocate of commercial union with Canada, responded to the toast "A Commerce That Can Be Continental." In opening his address he spoke of the changed conditions of our life as compared with that of people who lived a century ago. He sketched rapidly the periods which mark different stages in the world's progress since the opening of the Christian era. He referred particularly to the development of this continent by self-government saying that its discovery was the main-spring in the progress of the world. He spoke of the increase of the world's population since that event and said:

The spectacle of Europe without free America, at this stage of increasing humanity, would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth, and amid discouragements the most overwhelming and local difficulties that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. Following the discovery of Columbus in the 300 years of slow occupancy of even a fringe of the coast, was a period of preparedness for the great event of American independence, that great milestone in the progress of mankind. The consequences are more stupendous in their influence upon mankind than almost all other events in history combined since the birth of the saviour. In the power to produce food products is so plainly a providential interference for the sustenation of life that no one can hesitate to believe in not only a divine providence, but that the discovery, growth and development of this country is an especial exhibition of its power and purpose. With all this in view and with grateful hearts and the proper apprehension of the great heritage which we on this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: "We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind."

Mr. Wiman then pleaded for a progress, which should not be confined to one-half of this continent. He said the line of demarcation created by the declaration of independence divided "this vast heritage of mankind into two parts." In his opinion, the possibilities of the northern country would be measured alone by what has occurred south of the dividing line. For trade purposes, he thought that it might be made as available and profitable as new states added to the union. In this connection Mr. Wiman said:

If the trade of the United States is to be continental it must include the country beyond the border line on the north. This line at present consists of a tariff wall, aptly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a price that will enable them to enter into competition in foreign markets. Canada has an unlimited supply of this material, in iron, in wood, in copper, in silver, in coal, fish, salt, fruit, and in many other things; so that she practically is a great treasure house, in the development of which not only will new markets be created, but opportunities for profit afforded, in many instances even greater than those which have prevailed to the south.

Mr. Wiman believed so far as Canada is concerned, that circumstances now favor closer trade relations with this country. It is the sole plank in the platform of the great liberal party, he stated. If Canada asked for commercial union he thought it would be hard for the British government to consent as one part of that empire would be discriminating against the goods of another and admitting those of a commercial rival free. Whether such a change would result in political union or independence, Mr. Wiman said only the future could tell. He was sure that the commerce of the United States would be greatly extended within the next few years. He said the breaking down of the barrier separating Canada from the United States would aid in this extension and urged the members of the chamber of commerce to look into this question as a practical one, so that the trade of Rochester on the north should not be limited to lake Ontario, but extend as far as human life can exist.

Mr. Cutler next called upon John Fahy, who responded to the toast "Our Merchants." Mr. Fahy paid an eloquent tribute to the early business men of Rochester who laid the foundations of the city's commercial prosperity. Passing to the merchant of to-day the speaker said:

To be a merchant now, much less in the past, and be able to write success on your banner, is not all it seems to men of other callings. I have often been told by doctors and lawyers and teachers and editors that they wished they were merchants instead, that success, money making, and all the good things, seemed to be within the grip of the merchant. Little these knew what constituted success. They forgot the trials, the roads strewn with wrecks, the bleaching bones on the sandy plain, all to be traversed and overcome before you reach the golden gate. This gathering of successful men [illegible] not wear their crowns by inheritance. Every merchant that is a real success wins his position by honesty, energy, pluck and brains. These qualities, these four sides to a square, mathematically as well as morally, are the only base upon which a successful issue is worth the having.

Mr. Fahy dwelt upon the necessity of maintaining a strict standard of honor among merchants. He said that in their day of prosperity the merchants of the land should use their great power in "some practical, monumental, testimonial form, as shall mark the fact for the good of mankind that they lived and did some good." He urged further that merchants should be educated men, and said that commercial societies gave high tone to the mercantile community.

The topic assigned to William C. Barry was "Our Parks." He believed that as cities increase in size and population some place must be provided where the masses of the people can take recreation. He thought that the parks should be located as near as possible to the center of population. In his opinion the parks will prove a profitable investment, as taxable property will rise in value because of them. He concluded

naturally intended for a manufacturing center as shown by its abundant water power. The toast, "Our Manufacturers," was the theme of Eugene T. Curtis, whom Mr. Cutler then introduced. Mr. Curtis' address was bright and interesting. He gave a number of historical facts concerning the growth of the manufacturing interests of the city and said that those manufacturers contributed most to the commercial prosperity of the city who employed the greatest number of mechanics. These mechanics bought homes, which increased the wealth of the town. One of the main features of Mr. Curtis' speech was his reference to the water supply project. He said:

Don't teach the masses—the mechanics and the occupants of tenement houses—to use water sparingly and grudgingly, as they would gas and fuel; teach them rather to use it bountifully—some of them don't use half enough now. I do not believe in a city of this size any water is wholly wasted, unless, perhaps, it may be used to too great an excess as a beverage. If it serves no other purpose than to flush our drains and sewers, it has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not; but if they are not, let us have more. If the present system—built some 16 years ago in the most extravagant manner, when materials were high, and money higher, has proven a valuable investment—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at 3 per cent.

First let us insure a plenteous supply for our household and manufacturing uses, from the chain of pure and beautiful lakes that lie nestling among the hills of Genesee valley; then, if you will, dam up the high banks of Mount Morris, and lay aside a sufficient quantity of water to supply our languishing water power, and flush our river during the months when its bed is laid bare to the scorching rays of a summer sun, breeding malaria and pestilential odors among our inhabitants.

One of the most notable responses of the evening was that of Dr. Max Landsberg whose topic was "Our Clergy." In opening his scholarly address, Dr. Landsberg said that he had accepted the honor with diffidence. He spoke of the ability and eloquence of the city clergy, many of whom he said modestly, "would have been fitter to discharge this duty to your satisfaction." He continued:

Your choice, I said to myself, may have been determined by the circumstance, that while participating in the dissemination of religious truth, I call myself with pride a descendant of that race which, through many centuries, more than any other, has been identified with commercial enterprise, first by compulsion and later from choice; of that race to which humanity is under obligation, not only for the teaching of a pure and spiritual religion, but also for the promotion of commerce and trade at a time when foolish and cruel prejudice not only degraded the Jews, but stigmatized as dishonorable their principal avocation; when the feudal spirit regarded with contempt the peaceful merchant while greatly honoring the nobleman and the professional soldier who wear out their lives in inglorious ease.

Dr. Landsberg said that in America there was no room for this prejudice. He paid a glowing tribute to the American form of government especially the absence of a state religion. This he thought had not been at all detrimental to true religion. He believed that the lessons taught by the clergy were influencing the business, professional, social and political life of the people. He believed that the same nice sense of honor which must prevail in business life should reign supreme in political life. "To bring about this moral revolution, prepared and advised by the clergy," said the speaker, "is among other purposes, the great end and aim of the chamber of commerce."

George H. Daniels, the general passenger agent of the New York Central, was called upon to speak on "Our Railway Facilities." A large portion of Mr. Daniels' remarks was devoted to a comparison between the canals and the railroads. In the course of his address he said:

One hundred years ago the governor of the great state of New York, writing to a friend, advised him not to invest his money or waste his time in the building of railroads, giving it as his opinion that while it was possible that improved methods of construction and perfected machinery might at some time in the remote future, enable people to move a car upon a railroad at a rate of five or six miles an hour, he did not believe they could ever be made of material advantage, and that any attempt to transport passengers and freight by railroad from one part of the country to another must inevitably result in endless confusion and loss. Your governor died in the belief that a canal was the only means of conveyance for a great commerce; but, notwithstanding his predictions, the railroad interest has grown to such vast proportions that to-day the world's entire stock of money of every kind—gold, silver and paper—would not purchase one third of its railroads.

Your forefathers looked upon the canal as the salvation of the commerce of the country. To-day it plays but a comparatively small part in the great commercial transactions of your city and state: the railroads, and not canals, now handle the commerce of the world. I find that you have 67 passenger trains arriving at Rochester each business day, and 66 trains departing from your city, reaching directly or through immediate connections, every portion of our common country. These are in addition to the vast number of freight trains that are employed in hauling the thousands of tons of freight that pass to and through this city every day, the number of such trains being limited only by the demands of the business. Your railroad facilities may not be perfect, and if not, time and patient effort will make them so, but they are now so extensive and far reaching that, combined with the indomitable energy, the keen foresight and sterling integrity of your business men, your ability to make the most of your opportunities and snatch victory from enterprises that in weaker hands would prove disastrous will, in my opinion, keep Rochester in the front rank as one of the great cities of the Empire state in the richest and most prosperous nation on the globe.

J. Harry Stedman spoke upon "Our Matters And Things In General." He told two funny stories and then recited some original verses which convulsed his hearers with laughter. A few samples follow:

After years of the bang and the slam way
We yearn for the new motor tramway;
It will be very jolly
To run on the trolley,
So good bye to the "[illegible] dam" way.

There [illegible]
Whose water works [illegible]
He would [illegible]
If the committee'd keep still;
Why not bring it in tubs, don't appear.

The court house committee this summer
Fell in with a good thorough plumber;
But the "peppermint test"
Cleaned the safe with the rest
And the man who pays taxes looks glummer.

The "park question" kicks up a rumpus,
I skip it for fear it will stump us.
The commission keeps dark
But if seeking some park
You can find it by boxing the compass.

"Our Loan Associations" were considered by ex-Alderman John H. Foley. An extract from his remarks follows:

The loan association does more to stimulate industry, sobriety and honesty than any other known institution, as most men are anxious that their deposits shall equal those of their neighbors. The equality sought is not that described in the verse:

"What is a communist? One who hath yearnings
For equal division of unequal earnings;
Idler, or bungler, or both, he is willing
To fork out his penny and pocket your shilling."

These associations, as a rule, are managed by men of good judgment, having for their object the welfare of the working classes, who own their own homes in the healthy suburbs of our [illegible]

mistakes. They have been known to indulge in uncomplimentary remarks, one about another. Even behind the portentous editorial "We," no doubt, you have occasionally been able to discern a few of the minor frailties of human nature. There has been a time in the history of the Rochester press, as well as of the press of the country at large, when, if the readers believed what one editor said of another the infamy of Ananias, Judas, Nero and Benedict Arnold combined, would be honor compared with the atrocious villiany of the accused. But such exaggerated expressions of feeling were but the effervescence of impetuous natures surcharged with the spirit of our race and, happily, are now unknown except from an occasional outcropping in some remote settlement of the "wild west." The time has come in American journalism to put away childish things.

Mr. Lowe briefly presented a few of the distinguishing qualities of Rochester journalism. He spoke of the conservatism of the representative Rochester press, saying that it had advocated the enforcement of law and the maintenance of order and had stood firmly by established principles. He believed the Rochester press surpassed that of almost any city of its rank in keeping its columns clean and wholesome. It was on the side of progress and public imrovement and is loyal to the city. Mr Lowe also believed that in all essentials the Rochester press is on the side of the schools and the churches.

The speaker concluded by referring to the press of the world, scarcely less "our press" than that of Rochester. He said:

I might speak of the history of the newspaper press, of its development, its functions, its power and its weaknesses, its achievements, its present greatness and its future glory. I might recall the illustrious names that have illuminated its annals—the names of Swift and Johnson; of "Junius," the Unknown; of Coleridge and Southey and Dickens; of Benjamin Franklin and Alexander Hamilton; of Bryant, Garrison and Douglass, Greeley, Raymond, Bowles and many others who spent their lives in building up this mighty agency or employed it in reaching and influencing their fellow men. I might show that a free press is a natural, inevitable foe of tyranny and cruelty and wrong, and that no despot can long survive its scorching blaze. I might cite the contests of the press with gigantic systems and conspiracies designed to enslave, corrupt or rob society and the state. I might rehearse its triumphs in opening up to civilization dark and hitherto unexplored regions of the earth. I might speak of its educating power in the millions of homes of our land, to which the newspaper is a daily visitor. These and a thousand kindred themes invite discussion. But not to-night.

I may have unduly extolled the agency for which I have spoken. Others may see faults where I, enveloped in the light of this great luminary, would discover none. But, however imperfect the press of to-day may be, let us hope our press in the future may satisfy the most brilliant ideal of the present and evermore contribute to the peace, enlightenment, prosperity and happiness of mankind.

George C. Buell spoke upon "Our Building." An extract from his address follows:

The permanency and efficiency of this organization will be greatly promoted by the erection and occupancy of such a building. If I may speak of the special committee having in charge the selection of a site, I should say they favor only a first-class one, a location as good and central as can be procured, and they would recommend the construction of a building so attractive that it will be a credit to our city, as well as most useful and profitable to this body. Of course there are many questions of importance that will naturally suggest themselves to your minds, that must be satisfactorily answered, to ensure the success of our project. And perhaps the first and, not the least important is the simple one. Can such an enterprise be made to pay? I reply, certainly, why not? Such a building as we should erect, well located, conveniently arranged, fire proof, and with all modern appliances, would command the best class of tenants and fair rentals, yielding an income over all taxes and expenses, and I verily believe, giving us sufficient accommodations without one cent of cost to this chamber.

"Our Banks" was the theme considered by Henry C. Brewster. He gave valuable statistics concerning the growth of the banking interests of Rochester and said:

The idea of a bank is based on the integrity and trustworthiness of mankind. The depositor puts his money in the bank that he may be able to use it with certainty when necessary. The banker loans his funds to the business man to assist him to carry on business, confident of payment at maturity. Without honesty, intelligence and ability they could not exist. Where banks are, there you find prosperity and thrift. The church and school house are no more an indication of civilization than the bank.

The brief address of President L. P. Ross on "Ourselves" was the last on the programme. He dwelt upon the importance of commercial pursuits and concluded by saying:

Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellow-men, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and everyone of us to say: I am a member of the Rochester chamber of commerce.

At the close of Mr. Ross' speech the orchestra played a selection and the guests dispersed, all feeling that the chamber of commerce banquet had been a thorough success. Letters of regret were received from Chauncey M. Depew, Andrew Carnegie, Cornelius Vanderbilt, Senators Evarts and Hiscock, Representative Baker and others.

First Methodist Church.

Such has been the interest in the revival meetings in this church during the past four weeks that they will be continued every evening this week except Saturday. The service will commence promptly at 7:30 P. M., the first half hour being devoted to prayer and praise. A short, practical sermon will be delivered, followed by a penitent's prayer and testimony meeting. Conversions have taken place almost every evening the meetings have been held, and a quickening, reviving spirit pervades the entire church. Yesterday upward of 20 persons were received into the church in addition to the large number taken in a week ago.

ROCHESTER EVENING TIMES

Two of our daily contemporaries are in mild dispute over the recent utterances said to have been made by a member of the chamber of commerce on the question of the control of the water works department. The impression seems to prevail that at the recent meeting of the joint committee Mr. Cutler expressed himself as in favor of taking the control of the water works department from the executive board and placing it in the hands of the common council. The Herald asserts that none of its articles on that subject represent Mr. Cutler as favoring that transfer. Possibly the Herald's reporter who attended the meeting in question might have misunderstood Mr. Cutler, for mistakes are likely to happen, but this is what the report said: "At this point Mr. Tubbs withdrew and the committee continued its labors. Mr. Cutler advocated a measure placing in the chief engineer's hands the entire management of the water works department. * * * * * The present system was wrong. The accounts showed it. * * * A chief engineer who cannot appoint his help, but must rely entirely upon the executive board to appoint as many and such men as it chooses is in an anomalous position. THE SYSTEM SHOULD BE IN THE HANDS OF THE COMMON COUNCIL and to that body the engineer should be solely responsible." That is what the Herald said Mr. Cutler said. Was it because the press, catching for the moment a clear view of the secret intentions of the chamber of commerce, at once denounced such a scheme that the members rushed forward to deny any thought on their part of removing the water works department from the politics of the executive board to place it in the politics of the common council?

TWO BANQUETS.

DINING IN DELMONICO'S AND IN ROCHESTER.

One an Ostentatious and Wanton Display of Wealth, the Other a Banquet of Business Men Concerned in the Material Welfare of the City—Some Things that Were Said and Some Things that Were Left Unsaid.

A notable dinner was given at Delmonico's in New York last Friday evening. The details of the banquet must have been pleasant not to say cheerful reading to thousands of people in Gotham who do not know where supper is coming from and who go to bed with a very distinct impression that they will have no breakfast. The dinner was given by Mrs. Bradley Martin, one of the select of the select whose influence is measured not by brains, but the dollar mark and whose ostentatious display of wealth is too ridiculous to demand condemnation. Six long tables were covered to the plates with rare spring flowers made into a flat bed, the menus were hand painted and the dinner of twelve courses had every luxury from spring lamb and green peas, strawberries and game to the most delicious of champagne and sherries. About $12 a cover was the price of that "spread." The hostess wore it is said, a crown of diamonds worth $300,000, and her dress was covered with glittering gems, and so on and so forth throughout the list. It was a grand affair and must have been a source of exquisite pleasure to the starving and homeless poor of that great city, a sort of "we point-with-pride" affair for the citizens who care more for ostentation and brag than for the bodily and moral and mental welfare of the community. As an exhibition of magnificent wealth merely, of wealth foolishly used, and the worship of the Calf Golden, the dinner was a glittering success. There are many people, however, who think that a portion at least of the wealth so lavishly wasted might have been put to better use in a thousand charitable ways to make of some of God's creatures happier and better men and women. With that feature of the question, it is said, the public has nothing to do. Perhaps not. There is an impression prevailing, however that the homeless and suffering and workless and starving portion of the world made possible that wanton display of wealth.

Another notable banquet was given last Saturday evening. It was given in this city. It was not characterized by any foolish and glittering display of riches. It was in honor of Rochester's business enterprises and business prosperity. It was given by an association organized for the material welfare of our [illegible] was dimly [illegible] and the figure of the Calf Golden it was to be expected from an association interested in the financial welfare of Rochester rather than in the physical and moral and mental welfare of men and women who make possible the existence of workshops and factories and stately buildings. There was a profusion of rare flowers at this banquet. Palms and ferns and pyramids of roses were displayed. Wax candles took the place of plebeian gas or kerosene, and musicians discoursed inspiring music during the dinner hour. It was a feast with Luculius, with the chamber of commerce as the Roman consul.

There was present a large number of guests from out of town. J. G. Cutler acted as toastmaster. In the course of his opening address he said, among other things:

"The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation, and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on."

Toasts were responded to as follows: "Our Guests," Hon. George F. Danforth; "A Commerce That Can be Continental," Hon. Erastus Wiman; "Our Merchants," John Fahy; "Our Parks," William C. Barry; "Our Manufacturers," Eugene T. Curtis; "Our Clergy," Rev. Max Landsberg; "Our Matters and Things in General," J. H. Stedman; "Our Loan Associations," John H. Foley; "Our Press" Samuel H. Lowe; "Our New Building," George C. Buell; "Our Bankers," Henry C. Brewster; "Ourselves," President L. P. Ross.

All of the responses were able. A glance at the list of toasts will show that nothing was said of our public schools; of our trades organizations, the members of which are deeply interested in the welfare of the city, and who have materially contributed to the prosperity of our beautiful city; nothing to any extent was said about the moral and physical growth of the citizens of our community. But, as was before said, possibly that was not to be expected of an association which has to do with the mere money-making affairs of the city. In its entirety the banquet was a success. It appropriately rounded the third year of the useful labors of the chamber of commerce, and gave promise of even a more successful future.

The Post-Express.
ROCHESTER, MONDAY, FEBRUARY 10.

WHAT IS THE STATE OF THE CASE?

This paper has never taken any share in the clamor for conductors on street cars. It has always regarded them as an unmitigated nuisance on small lines and no better than a necessary nuisance on main lines. Therefore it cares little about a provision in regard to conductors in the contract with the street car company. Let those who were clamorous for conductors deal with that point of controversy.

This paper always recognized the difficulty of introducing a system of transfer tickets on the Rochester railway system, constructed with long lines crossing each other in the center of the city. That difficulty remains; but there may be some way of meeting it by a reasonable concession, and such a concession this paper is free to advocate. We are not committed, like the officers of the company, the rest of the newspapers, and many of the people, to an uncompromising demand for transfer tickets on all lines.

As far as we are concerned the main issue in the new contract with the street railroad company is that of the extension of the franchise until 1967. That is a point which ought to be definitely settled.

The corporate existence of the company extends for ninety-nine years from the act of 1868, as we understand it; and the new contract runs through that "corporate existence," which will not close until 1967. Therefore, if the new contract be adopted, there can be no doubt that the franchise of the company will be deemed as extending for seventy-seven years from this time.

The company claims that it has the franchise for that time already; that no formal renewal is necessary; that it is a popular error to suppose that its privileges lapse in 1892; and that the new contract is merely to settle business details. It is plain that the alderman who represented the city in drawing up the new contract did not hold this opinion; but it is said that the best legal learning of the city is ready to maintain it and that the outside capitalists who bought a controling interest in the company not long ago, acted on the advice of able lawyers to the effect that they were buying a franchise which had seventy-seven years to run.

Our position is that no new franchise running until 1967 should be granted in the new contract; and that if there be any doubt as to the rights of the company to a franchise for seventy-seven years longer the new contract should not give away the case of the city.

Of course it becomes journalists to speak with some diffidence on a point of law; but all the information at hand leads us to the conclusion that the proposed contract covers a new franchise. On the 25th of August, 1885, the city attorney, J. N. Beckley, in answer to a resolution of the common council passed June 15, 1885, presented a report giving in "*compact form all the* provisions of the city charter relating to the Rochester City and Brighton railroad company." The city attorney included in his compilation the general statutes applicable to street railways, the special statutes applicable to the Rochester company, and the penal ordinances of the council affecting it. To a layman glancing over this report, the natural conclusion is that the franchise of the company was to close in thirty years.

The original ordinance passed June 24, 1862, and re-adopted Nov. 30, 1880, contained this provision:

SECTION 24. It is expressly provided hereby that the said grant and powers, rights and privileges proposed to be conferred to said company, shall, and they are hereby limited to the term of thirty years from and after the date of the acceptance of the same by said railroad company.

This looks clear enough. The only quibble possible, it seems to us, would be in regard to the date of acceptance. The act passed by the legislature in 1868, "for the relief of the Rochester City and Brighton Railroad Company," does not seem to affect this point. It deals with matters outside of the extension of franchise altogether and contains this provision:

Section 6. This act shall not be construed as in any way impairing the force or effect of the resolution or ordinance of the common council of the city of Rochester, entitled "An ordinance in relation to street railroads," passed June 24, 1862, and the amendments thereof, except as is herein specially provided.

If there be something hidden away in local or state legislation that nullifies these provisions and gives the street railway a franchise extending to 1967 it is time that the public knew what it is. If there be no such thing, then it behooves the public to consider whether it is ready to grant such an extension, for that will be the effect of the new contract.

THE REASON WHY.

It is a common thing for citizens, in discussing the street railway contract, to say: If Buffalo can get 11½ per cent. of the gross earnings of a company for a street railroad franchise on unimportant streets why cannot Rochester get a consideration proportionately valuable?

The answer is very simple. A measure was introduced and passed in the last legislature entitled "An act to amend chapter sixty-five of the laws of 1886, entitled 'An act to secure adequate compensation for the right to construct, maintain, use, operate, or extend railroads in cities and villages,' as amended by section two of chapter 622 of the laws of 1887." The act which was amended provided for the sale of railroad franchises, excepting elevated railways in counties having less than 1,000,000 inhabitants and "street railroad companies heretofore organized in cities or villages of less than 85,000 inhabitants." The amendment makes the latter exception read as follows—"street surface railroad companies now organized, in cities or villages having less than 90,000 inhabitants, as determined by the United States census of 1880." In other words it is shaped to exempt the city of Rochester only, with the design of allowing the common council of this city to give away franchises instead of selling them. The city of Buffalo remains under the operation of the Cantor act and there the common council is obliged to put up franchises for sale and dispose of them to the highest bidder. As a result, a company, probably representing the capitalists who control the street railways of Rochester, has bid for franchises in Buffalo a percentage equivalent to $70,500 a year of the gross receipts of the Rochester company.

FOR SALE—At a bargain, a cozy, 8-room double house, almost new, with all conveniences, in good location and street car line. Address Bargain, this office.

FOR SALE—My residence of 10 rooms at Jordan, N. Y.; lot contains 1½ acres terraced and well fruited and has a good barn. Jordan is a thriving town; population about 3,000, and has fine churches and schools. For terms address Mrs. W. A. Soule, 310 South Fitzhugh st., Rochester, N. Y.

FOR SALE—New modern houses, hard wood finish, $2,500, $2,700, $3,000, $4,000, $3,000. Finest lots on Birch crescent, also other lots. Residences in all parts of the city from $1,300 to $12,000. Parties desiring to buy or sell will do well to call. Wanted, house in Third ward, $3,000 to $3,500. Wright, 128 Powers block.

[illegible] acres for sale or exchange for city property. Call early and secure bargains. Room 12 Powers block. S. M. Hinman & Co.

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A Notable Occasion—Commercial Union Advocated by Erastus Wiman—Abstracts From Addresses by Many Citizens.

The Rochester chamber of commerce, which all through the past twelve months has been so earnestly laboring for the development of the Flower city, observed the opening of another year of usefulness on Saturday evening. Nearly two hundred of the city's solid business men, together with a number of invited guests, assembled at seven o'clock to attend the third annual dinner of the orgaization. The tables were spread in the three large rooms occupied by the association.

It was indeed a brilliant scene which met the eyes of the guests as they seated themselves around the tables. In the center of the middle room stood a floral representation of the proposed chamber of commerce building, 13 stories in height, with all the architectural outlines plainly distinguishable. It was a remarkable triumph of the florist's art and was made under the direction of J. Alexander Hayden, who had complete charge of the decorations. Palms, ferns and smilax wreaths abounded, while pyramids of roses and tulips adorned each table. A jar of pink orchids was placed near the toastmaster's seat. Wax candles cast their subdued light over the pleasing picture, while many a melodious note fell upon the listening ear from the station in the east room occupied by Meyering's orchestra.

The following guests were present from out of town: Calvin H. Allen, New York; A. O. Bunnell, Dansville; H. L. Brown, Mt. Morris; Ira C. Chace, New York; George H. Daniels, New York; E. A. Fisher, Oil City, Pennsylvania; Richard C. Garhart, New York; J. Hildreth, Rome; J. C. Hood, Corning; A. H. Ivans, Lockport; J. Winslow Jones, Baltimore, Maryland; A. L. Sweet, Medina; John H. Smith, Buffalo; Hon. Erastus Wiman, New York; Edson J. Weeks, Buffalo; J. W. Watson, Olean; D. B. Washburn, Milwaukee. Among the Rochesterians, not actively connected with the chamber, who were in attendence were James M. Aikenhead, Julius Armbruster and George W. Aldridge of the executive board; Aldermen Fee, Judson, McMillan, Selye and Williams, Hon. George F. Danforth, Charles E. Fitch, Postmaster Fleckenstein, ex-Mayor Michael Filon, George D. Hale, Dr. V. A. Hoard, Edward Harris, Rev. Dr. Max Landsberg, Samuel H. Lowe, Rev. Dr. Nelson Millard, Mayor C. R. Parsons, Hon. Thomas Raines, Arthur E. Sutherland and Frederick W. Warner. A tempting menu had been prepared by Teall, and over two hours were spent in serving the succession of dainty courses.

At half past nine o'clock President L. P. Ross called the gathering to order and welcomed the guests to the third annual dinner of the chamber of commerce. In the course of his remarks he said:

The social element in our chamber of commerce is one that is well for us all to seek to build up and extend. It is good for men to know each other; by personal knowledge they come to have an appreciation and respect for each other, which does not come in any other way, and which in our organization tends to produce that unity of thought, unity of purpose and unity of action which makes it vigorous, efficient and powerful. It is an old adage that "the surest way to a man's heart is through his stomach." I am very sure that we have by the admirable menu placed before you by our most efficient committee, captured the heart of each one of you. We now propose by a still more delectable menu to capture the brains of each one of you. One of our own members has been chosen to announce this menu to you, and from my knowledge of him and his reputation, I do not doubt it will be done in a manner both elegant and attractive. I now have the pleasure of introducing to you as toastmaster for this evening, Mr. J. G. Cutler.

Mr. Cutler then assumed the duties of his position, which he discharged in a most acceptable manner. His witty sallies in introducing the several speakers evoked loud bursts of laughter and applause. His opening address was in a more serious vein and was listened to with marked attention. It follows in full:

GENTLEMEN—We celebrate the auspicious commencement of the third year of our corporate existence. It is not necessary to speak of the past; the representative character of this audience shows conclusively your satisfaction with the record thus far made, and implies your confidence for the future. It is of the future that I propose to speak in the briefest possible way. The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and in introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on. But this is not to say that the society is to occupy a position of antagonism toward any officials who are endeavoring to give us the best government which the defects in our system will permit, or who will honestly aid in measures of reform. Impatient under abuses which waste his substance and subject him to annoyances which it is one office of good government to prevent, the indignant taxpayer commonly charges individuals with a responsibility which, in this city, at least, more properly belongs to a defective system. Let us have first the best, that is, the most business-like organization of the various departments; then, if abuses persist, responsibility can be located and bad men retired to private life.

Mr. Cutler then introduced Hon. George F. Danforth, saying that his was one of the leading legal minds of the state. Judge Danforth responded to the toast "Our Guests." He said that the chamber was composed of citizens who want that which is good in every direction. In this way it would advance the interests of the nation. He concluded:

This institution has no politics. Whatever is to be accomplished by the chamber of commerce is to be done by an association of private citizens. As such we are proud of such an organization, and I heartily endorse what the toastmaster has said about such methods as this body is to pursue. Through the instrumentalities which the municipality offers to us [illegible]

[illegible] "A Commerce That Can Be Continental." In opening his address he spoke of the changed conditions of our life as compared with that of people who lived a century ago. He sketched rapidly the periods which mark the different stages in the world's progress since the opening of the christian era. He referred particularly to the development of this continent by self-government saying that its discovery was the main-spring in the progress of the world. He spoke of the increase of the world's population since that event and said:

The spectacle of Europe without free America, at this stage of increasing humanity, would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth, and amid discouragements the most overwhelming and local difficulties that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. Following the discovery of Columbus in the 300 years of slow occupancy of even a fringe of the coast, was a period of preparedness for the great event of American independence, that great milestone in the progress of mankind. The consequences are more stupendous in their influence upon mankind than almost all other events in history combined since the birth of the saviour. In the power to produce food products is so plainly a providential interference for the sustenation of life that no one can hesitate to believe in not only a divine providence, but that the discovery, growth and development of this country is an especial exhibition of its power and purpose. With all this in view and with grateful hearts and the proper apprehension of the great heritage which we on this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: "We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind."

Mr. Wiman then pleaded for a progress, which should not be confined to one-half of this continent. He said the line of demarcation created by the declaration of independence divided "this vast heritage of mankind into two parts." In his opinion, the possibilities of the northern country would be measured alone by what has occurred south of the dividing line. For trade purposes, he thought that it might be made as available and profitable as new states added to the union. In this connection Mr. Wiman said:

If the trade of the United States is to be continental it must include the country beyond the border line on the north. This line at present consists of a tariff wall, aptly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a price that will enable them to enter into competition in foreign markets. Canada has an unlimited supply of this material, in iron, in wood, in copper, in silver, in coal, fish, salt, fruit, and in many other things; so that she practically is a great treasure house, in the development of which not only will new markets be created, but opportunities for profit afforded, in many instances even greater than those which have prevailed to the south.

Mr. Wiman believed so far as Canada is concerned, that circumstances now favor closer trade relations with this country. It is the sole plank in the platform of the great liberal party, he stated. If Canada asked for commercial union he thought it would be hard for the British government to consent as one part of that empire would be discriminating against the goods of another and admitting those of a commercial rival free. Whether such a change would result in political union or independence, Mr. Wiman said only the future could tell. He was sure that the commerce of the United States would be greatly extended within the next few years. He said the breaking down of the barrier separating Canada from the United States would aid in this extension and urged the members of the chamber of commerce to look into this question as a practical one, so that the trade of Rochester on the north should not be limited to lake Ontario, but extend as far as human life can exist.

Mr. Cutler next called upon John Fahy, who responded to the toast "Our Merchants." Mr. Fahy paid an eloquent tribute to the early business men of Rochester who laid the foundations of the city's commercial prosperity. Passing to the merchant of today the speaker said:

To be a merchant now, much less in the past, and be able to write success on your banner, is not all it seems to men of other callings. I have often been told by doctors and lawyers and teachers and editors that they wished they were merchants instead, that success, money making, and all the good things, seemed to be within the grip of the merchant. Little these knew what constituted success. They forgot the trials, the roads strewn with wrecks, the bleaching bones on the sandy plain, all to be traversed and overcome before you reach the golden gate. This gathering of successful men that great one another [illegible] do not wear their spurs by inheritance. [illegible] merchant that is a vital success [illegible] by honesty, energy, pluck and [illegible]. These qualities, these four sides to a square, mathematically as well as morally, are the only lines upon which a successful issue is worth the having.

Mr. Fahy dwelt upon the necessity of maintaining a strict standard of honor among merchants. He said that in their day of prosperity the merchants of the land should use their great power in "some practical, monumental, testimonial form, as shall mark the fact for the good of mankind that they lived and did some good." He urged further that merchants should be educated men, and said that commercial societies gave high tone to the mercantile community.

The topic assigned to William C. Barry was "Our Parks." He believed that as cities increase in size and population some place must be provided where the masses of the people can take recreation. He thought that the parks should be located as near as possible to the center of population. In his opinion the parks will prove a profitable investment, as taxable property will rise in value because of them. He concluded:

It is gratifying for me to be able to state that the Rochester parks are now well under way, and that they give promise of soon becoming an important feature among the attractions of the Flower city. South park, on the east side has 241 acres, and 28 acres on the west side; North park, east side, covers 112 acres, and 18 acres on the west side; Reservoir park covers 60 acres, 20 being the gift of Ellwanger & Barry and 40 acres belonging to the city. Additional land is to be purchased for the Northwest park, as also for the Reservoir park. Ten years hence we will wonder how it was possible to do without parks, and I think it may safely be predicted that most of those who are now determined opponents will ere long become ardent friends of the undertaking. It is certainly a grand work, which merits the hearty co-operation of every citizen. Our aim should be to have the Rochester parks model parks, of which every one can be proud, and to which every one can point with pleasure.

The toastmaster, in calling for the next response, said that Rochester was [illegible] said that those manufacturers contributed most to the commercial prosperity of the city who employed the greatest number of mechanics. [illegible] mechanics [illegible] which [illegible] One [illegible] Mr. Curtis' [illegible] reference to the water supply project. He said:

Don't teach the masses—the mechanics and the occupants of tenement houses—to use water sparingly and grudgingly, as they would gas and fuel; teach them rather to use it bountifully—some of them don't use half enough now. I do not believe in a city of this size any water is wholly wasted, unless, perhaps, it may be used to too great an excess as a beverage. If it serves no other purpose than to flush our drains and sewers, it has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not: but if they are not, let us have more. If the present system—built some 16 years ago in the most extravagant manner, when materials were high, and money higher—has proven a valuable investment—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at 3 per cent.

First let us insure a plenteous supply for our household and manufacturing uses, from the chain of pure and beautiful lakes that lie nestling among the hills of Genesee valley; then, if you will, dam up the high banks of Mount Morris, and lay aside a sufficient quantity of water to supply our languishing water power, and flush our river during the months when its bed is laid bare to the scorching rays of a summer sun, breeding malaria and pestilential odors among our inhabitants.

One of the most notable responses of the evening was that of Dr. Max Landsberg whose topic was "Our Clergy." In opening his scholarly address, Dr. Landsberg said that he had accepted the honor with diffidence. He spoke of the ability and eloquence of the city clergy, many of whom he said modestly, "would have been fitter to discharge this duty to your satisfaction." He continued:

Your choice, I said to myself, may have been determined by the circumstance, that, while participating in the dissemination of religious truth, I call myself with pride a descendant of that race which, through many centuries, more than any other, has been identified with commercial enterprise, first by compulsion and later from choice; of that race to which humanity is under obligation, not only for the teaching of a pure and spiritual religion, but also for the promotion of commerce and trade at a time when foolish and cruel prejudice not only degraded the Jews, but stigmatized as dishonorable their principal avocation; when the feudal spirit regarded with contempt the peaceful merchant while greatly honoring the nobleman and the professional soldier who wear out their lives in inglorious ease.

Dr. Landsberg said that in America there was no room for this prejudice. He paid a glowing tribute to the American form of government especially the absence of a state religion. This he thought had not been at all detrimental to true religion. He believed that the lessons taught by the clergy were influencing the business, professional, social and political life of the people. He believed that the same nice sense of honor which must prevail in business life should reign supreme in political life. "To bring about this moral revolution, prepared and advised by the clergy," said the speaker, "is among other purposes, the great end and aim of the chamber of commerce."

George H. Daniels, the general passenger agent of the New York Central, was called upon to speak on "Our Railway Facilities." A large portion of Mr. Daniels' remarks was devoted to a comparison between the canals and the railroads. In the course of his address he said:

One hundred years ago the governor of the great state of New York, writing to a friend, advised him not to invest his money or waste his time in the building of railroads, giving it as his opinion that while it was possible that improved methods of construction and perfected machinery might at some time in the remote future, enable people to move a car upon a railroad at a rate of five or six miles an hour, he did not believe they could ever be made of material advantage, and that any attempt to transport passengers and freight by railroad from one part of the country to another must inevitably result in endless confusion and loss. Your governor died in the belief that a canal was the only means of conveyance for a great commerce; but, notwithstanding his predictions, the railroad interest has grown to such vast proportions that today the world's entire stock of money of every kind—gold, silver and paper—would not purchase one third of its railroads.

Your forefathers looked upon the canal as the salvation of the commerce of the country. To-day it plays but a comparatively small part in the great commercial transactions of your city and state; the railroads, and not canals, now handle the commerce of the world. I find that you have 67 passenger trains arriving at Rochester each business day, and 66 trains departing from your city, reaching directly or through immediate connections, every portion of our common country. These are in addition to the vast number of freight trains that are employed in hauling the thousands of tons of freight that pass to and through this city every day, the number of such trains being limited only by the demands of the business. Your railroad facilities may not be perfect, and if not, time and patient effort will make them so, but they are now so extensive and far reaching that, combined with the indomitable energy, the keen foresight and sterling integrity of your business men, your ability to make the most of your opportunities and snatch victory from enterprises that in weaker hands would prove disastrous will, in my opinion, keep Rochester in the front rank as one of the great cities of the Empire state in the richest and most prosperous nation on the globe.

J. Harry Stedman spoke upon "Our Matters And Things in General." He told two funny stories and then recited some original verses which convulsed his hearers with laughter. A few samples follow:

After years of the bang and the slam way
We yearn for the new motor tramway!
It will be very jolly
To run on the trolley,
So good bye to the "public be dam" way.

There once was a [illegible]
Whose water works [illegible] quite queer,
He would pump it do[illegible]
If the committee'd keep still;
Why not bring it in tubs, don't appear.

The court house committee this summer
Fell in with a good thorough plumber;
But the "peppermint test"
Cleaned the safe with the rest
And the man who pays taxes looks glummer.

The "park question" kicks up a rumpus,
I skip it for fear it will stump us.
The commission keeps dark
But if seeking some park
You can find it by boxing the compass.

"Our Loan Associations" were considered by ex-Alderman John H. Foley. An extract from his remarks follows:

The loan association does more to stimulate industry, sobriety and honesty than any other known institution, as most men are anxious that their deposits shall equal those of their neighbors. The equality sought is not that described in the verse:

"What is a communist! One who hath yearnings
For equal division of unequal earnings;
Idler, or bungler, or both, he is willing
To fork out his penny and pocket your shilling."

These associations, as a rule, are managed by men of good judgment, having for their object the welfare of the working classes, who own their own homes in the healthy suburbs of our beautiful city. There you will find evidences of industry in the cheery homes erected through these wonderful promoters of thrift and economy.

Toastmaster Cutler then called upon Samuel H. Lowe to respond to the toast "Our Press." In opening his address Mr. Lowe referred to the printing press as "one of the grandest trimphs of the mechanical genius of our age." He said, however, that be suspected that was not the press about which he was expected to speak. Turning his attention to the newspapers and newspaper men of Rochester, the speaker said:

Obliterating myself and my own interests from this branch of my theme, I may be permitted to say that in character, in vigor, in culture, in clearness as well as influence upon public sentiment the press of no other city in the land surpasses that of Rochester. I do not mean to declare that it is perfect. Sometimes—rarely, perhaps—our Rochester editors make [illegible] combined would be [illegible] compared with the atrocious villainy of the [illegible]. But such exaggerated expressions of feeling were but the effervescence of impetuous natures surcharged with the spirit of our race and [illegible]

Mr. Lowe briefly presented a few of the distinguishing qualities of Rochester journalism. He spoke of the conservatism of the representative Rochester press, saying that it had advocated the enforcement of law and the maintenance of order and had stood firmly by established principles. He believed the Rochester press surpassed that of almost any city of its rank in keeping its columns clean and wholesome. It was on the side of progress and public improvement and is loyal to the city. Mr Lowe also believed that in all essentials the Rochester press is on the side of the schools and the churches.

The speaker concluded by referring to the press of the world, scarcely less "our press" than that of Rochester. He said:

I might speak of the history of the newspaper press, of its development, its functions, its power and its weaknesses, its achievements, its present greatness and its future glory. I might recall the illustrious names that have illuminated its annals—the names of Swift and Johnson; of "Junius," the Unknown; of Coleridge and Southey and Dickens; of Benjamin Franklin and Alexander Hamilton; of Bryant, Garrison and Douglass, Greeley, Raymond, Bowles and many others who spent their lives in building up this mighty agency or employed it in reaching and influencing their fellow man. I might show that a free press is a natural, inevitable foe of tyranny and cruelty and wrong, and that no despot can long survive its scorching blaze. I might cite the contests of the press with gigantic systems and conspiracies designed to enslave, corrupt or rob society and the state. I might rehearse its triumphs in opening up to civilization dark and hitherto unexplored regions of the earth. I might speak of its educating power in the millions of homes of our land, to which the newspaper is a daily visitor. These and a thousand kindred themes invite discussion. But not to-night.

I may have unduly extolled the agency for which I have spoken. Others may see faults where I, enveloped in the light of this great luminary, would discover none. But, however imperfect the press of to-day may be, let us hope our press in the future may satisfy the most brilliant ideal of the present and evermore contribute to the peace, enlightenment, prosperity and happiness of mankind.

George C. Buell spoke upon "Our Building." An extract from his address follows:

The permanency and efficiency of this organization will be greatly promoted by the erection and occupancy of such a building. If I may speak of the special committee having in charge the selection of a site, I should say they favor only a first-class one, a location as good and central as can be procured, and they would recommend the construction of a building so attractive that it will be a credit to our city, as well as most useful and profitable to this body. Of course there are many questions of importance that will naturally suggest themselves to your minds, that must be satisfactorily answered, to ensure the success of our project. And perhaps the first and, not the least important is the simple one, Can such an enterprise be made to pay? I reply, certainly, why not? Such a building as we should erect, well located, conveniently arranged, fire proof, and with all modern appliances, would command the best class of tenants and fair rentals, yielding an income over all taxes and expenses, and I verily believe, giving us sufficient accommodations without one cent of cost to this chamber.

"Our Banks" was the theme considered by Henry C. Brewster. He gave valuable statistics concerning the growth of the banking interests of Rochester and said:

The idea of a bank is based on the integrity and trustworthiness of mankind. The depositor puts his money in the bank that he may be able to use it with certainty when necessary. The banker loans his funds to the business man to assist him to carry on business, confident of payment at maturity. Without honesty, intelligence and ability they could not exist. Where banks are, there you find prosperity and thrift. The church and school house are no more an indication of civilization than the bank.

The brief address of President L. P. Ross on "Ourselves" was the last on the programme. He dwelt upon the importance of commercial pursuits and concluded by saying:

Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellowmen, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and everyone of us to say: I am a member of the Rochester chamber of commerce.

At the close of Mr. Ross' speech the orchestra played a selection and the guests dispersed, all feeling that the chamber of commerce banquet had been a thorough success. Letters of regret were received from Chauncey M. Depew, Andrew Carnegie, Cornelius Vanderbilt, Senators Evarts and Hiscock, Representative Baker and others.

First Methodist Church.

Such has been the interest in the revival meetings in this church during the past four weeks that they will be continued every evening this week except Saturday. The service will commence promptly at 7:30 P. M., the first half hour being devoted to prayer and praise. A short, practical sermon will be delivered, followed by a penitent's prayer and testimony meeting. Conversions have taken place almost every evening the meetings have been held, and a quickening, reviving spirit pervades the entire church. Yesterday upward of 20 persons were received into the church in addition to the large number taken in a week ago.

Preparing [illegible]

[illegible] works department from the executive board and placing it in the hands of the common council. The Herald asserts that some of its articles on that subject [illegible] Mr. Cutler as favoring that [illegible]. Possibly the Herald's reporter who attended the meeting in question might have misunderstood Mr. Cutler, for mistakes are likely to happen, but this is what the Herald said: "At this point Mr. Tubbs withdrew and the committee continued its labors. Mr. Cutler advocated a measure placing in the chief engineer's hands the entire management of the water works department. * * * * * The present system was wrong. The accounts showed it. * * * A chief engineer who cannot appoint his help, but must rely entirely upon the executive board to appoint as many and such men as it chooses is in an anomalous position. THE SYSTEM SHOULD BE IN THE HANDS OF THE COMMON COUNCIL and to that body the engineer should be solely responsible." That is what the Herald said Mr. Cutler said. Was it because the press, catching for the moment a clear view of the secret intentions of the chamber of commerce, at once denounced such a scheme that the members rushed forward to deny any thought on their part of removing the water works department from the politics of the executive board to place it in the politics of the common council?

TWO BANQUETS.

DINING IN DELMONICO'S AND IN ROCHESTER.

One an Ostentatious and Wanton Display of Wealth, the Other a Banquet of Business Men Concerned in the Material Welfare of the City—Some Things that Were Said and Some Things that Were Left Unsaid.

A notable dinner was given at Delmonico's in New York last Friday evening. The details of the banquet must have been pleasant not to say cheerful reading to thousands of people in Gotham who do not know where supper is coming from and who go to bed with a very distinct impression that they will have no breakfast. The dinner was given by Mrs. Bradley Martin, one of the select of the select whose influence is measured not by brains, but the dollar mark and whose ostentatious display of wealth is too ridiculous to demand condemnation. Six long tables were covered to the plates with rare spring flowers made into a flat bed, the menus were hand painted and the dinner of twelve courses had every luxury from spring lamb and green peas, strawberries and game to the most delicous of champagne and sherries. About $12 a cover was the price of that "spread." The hostess wore it is said, a crown of diamonds worth $300,000, and her dress was covered with glittering gems, and so on and so forth throughout the list. It was a grand affair and must have been a source of exquisite pleasure to the starving and homeless poor of that great city, a sort of "we point-with-pride" affair for the citizens who care more for ostentation and brag than for the bodily and moral and mental welfare of the community. As an exhibition of magnificent wealth merely, of wealth foolishly used, and the worship of the Calf Golden, the dinner was a glittering success. There are many people, however, who think that a portion at least of the wealth so lavishly wasted might have been put to better use in a thousand charitable ways to make of some of God's creatures happier and better men and women. With that feature of the question, it is said, the public has nothing to do. Perhaps not. There is an impression prevailing, however that the homeless and suffering and workless and starving portion of the [illegible] made possible that wanton display of wealth.

Another notable banquet was given last Saturday evening. It was given in this city. It was not characterized by any foolish and glittering display of riches. It was in honor of Rochester's business enterprises and business prosperity. It was given by an association [illegible] the material welfare of our [illegible] the surface of [illegible]

There was present [illegible] guests from out of town. J. G. Cutler acted as toastmaster. In the course of his opening address he said, among other things:

"The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation, and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on."

Toasts were responded to as follows: "Our Guests," Hon. George F. Danforth; "A Commerce That Can be Continental," Hon. Erastus Wiman; "Our Merchants," John Fahy; "Our Parks," William C. Barry; "Our Manufacturers," Eugene T. Curtis; "Our Clergy," Rev. Max Landsberg; "Our Matters and Things in General," J. H. Stedman; "Our Loan Associations," John H. Foley; "Our Press" Samuel H. Lowe; "Our New Building," George C. Buell; "Our Bankers," Henry C. Brewster; "Ourselves," President L. P. Ross.

All of the responses were able. A glance at the list of toasts will show that nothing was said of our public schools; of our trades organizations, the members of which are deeply interested in the welfare of the city, and who have materially contributed to the prosperity of our beautiful city; nothing to any extent was said about the moral and physical growth of the citizens of our community. But, as was before said, possibly that was not to be expected of an association which has to do with the mere money-making affairs of the city. In its entirety the banquet was a success. It appropriately rounded the third year of the useful labors of the chamber of commerce, and gave promise of even a more successful future.

The Post-Express.
ROCHESTER, MONDAY, FEBRUARY 10.

WHAT IS THE STATE OF THE CASE?

This paper has never taken any share in the clamor for conductors on street cars. It has always regarded them as an unmitigated nuisance on small lines and no better than a necessary nuisance on main lines. Therefore it cares little about a provision in regard to conductors in the contract with the street car company. Let those who were clamorous for conductors deal with that point of controversy.

This paper always recognized the difficulty of introducing a system of transfer tickets on the Rochester railway system, constructed with long lines crossing each other in the center of the city. That difficulty remains; but there may be some way of meeting it by a reasonable concession, and such a concession this paper is free to advocate. We are not committed, like the officers of the company, the rest of the newspapers, and many of the people, to an uncompromising demand for transfer tickets on all lines.

As far as we are concerned the main issue in the new contract with the street railroad company is that of the extension of the franchise until 1967. That is a point which ought to be definitely settled.

The corporate existence of the company extends for ninety-nine years from the act of 1868, as we understand it; and the new contract runs through that "corporate existence," which will not close until 1967. Therefore, if the new contract be adopted, there can be no doubt that [illegible] long ago, acted on the advice of able lawyers to the effect that they were buying a franchise which had seventy-seven years to run.

Our position is that no new franchise running until 1967 should be granted in the new contract; and that if there be any doubt as to the rights of the company to a franchise for seventy-seven years longer the new contract should not give away the case of the city.

Of course it becomes journalists to speak with some diffidence on a point of law; but all the information at hand leads us to the conclusion that the proposed contract covers a new franchise. On the 25th of August, 1885, the city attorney, J. N. Beckley, in answer to a resolution of the common council passed June 15, 1885, presented a report giving in "compact form all the provisions of the city charter relating to the Rochester City and Brighton railroad company." The city attorney included in his compilation the general statutes applicable to street railways, the special statutes applicable to the Rochester company, and the penal ordinances of the council affecting it. To a layman glancing over this report, the natural conclusion is that the franchise of the company was to close in thirty years.

The original ordinance passed June 24, 1862, and re-adopted Nov. 30, 1880, contained this provision:

SECTION 24. It is expressly provided hereby that the said grant and powers, rights and privileges proposed to be conferred to said company, shall, and they are hereby limited to the term of thirty years from and after the date of the acceptance of the same by said railroad company.

This looks clear enough. The only quibble possible, it seems to us, would be in regard to the date of acceptance. The act passed by the legislature in 1868, "for the relief of the Rochester City and Brighton Railroad Company," does not seem to affect this point. It deals with matters outside of the extension of franchise altogether and contains this provision:

Section 6. This act shall not be construed as in any way impairing the force or effect of the resolution or ordinance of the common council of the city of Rochester, entitled "An ordinance in relation to street railroads," passed June 24, 1862, and the amendments thereof, except as is herein specially provided.

If there be something hidden away in local or state legislation that nullifies these provisions and gives the street railway a franchise extending to 1967 it is time that the public knew what it is. If there be no such thing, then it behooves the public to consider whether it is ready to grant such an extension, for that will be the effect of the new contract.

THE REASON WHY.

It is a common thing for citizens, in discussing the street railway contract, to say: If Buffalo can get 11½ per cent. of the gross earnings of a company for a street railroad franchise on unimportant streets why cannot Rochester get a consideration proportionately valuable?

The answer is very simple. A measure was introduced and passed in the last legislature entitled "An act to amend chapter sixty-five of the laws of 1886, entitled 'An act to secure adequate compensation for the right to construct, maintain, use, operate, or extend railroads in cities and villages,' as amended by section two of chapter 622 of the laws of 1887." The act which was amended provided for the sale of railroad franchises, excepting elevated railways in counties having less than 1,000,000 inhabitants and "street railroad companies heretofore organized in cities or villages of less than 85,000 inhabitants." The amendment makes the latter exception read as follows—"street surface railroad companies now organized, in cities or villages having less than 90,000 inhabitants, as determined by the United States census of 1880." In other words it is shaped to exempt the city of Rochester only, with the design of allowing the common council of this city to give away franchises instead of selling them. The city of Buffalo remains under the operation of the Cantor act and there the common council is obliged to put up franchises for sale and dispose of them to the highest bidder. As a result, a company, probably representing the capitalists who control the street railways of Rochester, has bid for franchises [illegible] Buffalo a percentage equivalent to $70,500 a year of the gross receipts of the Rochester company.

[illegible] city farms for sale or exchange for city property. Call early and secure bargains. Room 119 Powers block. S. M. Hinman & Co. a 10

FOR SALE—New modern houses, hard wood finish, $2,900, $2,700, $3,000, $4,000, $5,000. Finest lots on Birch crescent, also other lots, $12,000. Parties desiring to buy or sell will do well to call. Wanted, house in Third ward, $3,000 to $3,500. Wright, 128 Powers block. a 11

FOR SALE—My residence of 10 rooms at Jordan, N. Y.; lot contains 17-10 acres terraced and well fruited and has a good barn. Jordan is a thriving town; population about 3,000, and has fine churches and schools. For terms address Mrs. W. V. Soule, 316 South Fitzhugh st., Rochester, N. Y. a11

FOR SALE—At a bargain, a cozy, 8-room double house, almost new, with all conveniences; good location and street car line. Address Bargain, this office. a 10

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FEBRUARY 10, 1890.
ROCHESTER MORNING HERALD, MONDAY,

ITS THIRD YEAR.

CHAMBER OF COMMERCE DINNER.

A Notable Occasion—Commercial Union Advocated by Erastus Wiman—Abstracts From Addresses by Many Citizens.

The Rochester chamber of commerce, which all through the past twelve months has been so earnestly laboring for the development of the Flower city, observed the opening of another year of usefulness on Saturday evening. Nearly two hundred of the city's solid business men, together with a number of invited guests, assembled at seven o'clock to attend the third annual dinner of the orgaization. The tables were spread in the three large rooms occupied by the association.

It was indeed a brilliant scene which met the eyes of the guests as they seated themselves around the tables. In the center of the middle room stood a floral representation of the proposed chamber of commerce building, 13 stories in height, with all the architectural outlines plainly distinguishable. It was a remarkable triumph of the florist's art and was made under the direction of J. Alexander Hayden, who had complete charge of the decorations. Palms, ferns and smilax wreaths abounded, while pyramids of roses and tulips adorned each table. A jar of pink orchids was placed near the toastmaster's seat. Wax candles cast their subdued light over the pleasing picture, while many a melodious note fell upon the listening ear from the station in the east room occupied by Meyering's orchestra.

The following guests were present from out of town: Calvin H. Allen, New York; A. O. Bunnell, Dansville; H. L. Brown, Mt. Morris; Ira C. Chace, New York; George H. Daniels, New York; E. A. Fisher, Oil City, Pennsylvania; Richard C. Garhart, New York; J. Hildreth, Rome; J. C. Hood, Corning; A. H. Ivans, Lockport; J. Winslow Jones, Baltimore, Maryland; A. L. Sweet, Medina; John H. Smith, Buffalo; Hon. Erastus Wiman, New York; Edson J. Weeks, Buffalo; J. W. Watson, Olean; D. B. Washburn, Milwaukee. Among the Rochesterians, not actively connected with the chamber, who were in attendance were James M. Aitkenhead, Julius Armbruster and George W. Aldridge of the executive board; Aldermen Fee, Judson, McMillan, Selye and Williams, Hon. George F. Danforth, Charles E. Fitch, Postmaster Fleckenstein, ex-Mayor Michael Filon, George D. Hale, Dr. V. A. Hoard, Edward Harris, Rev. Dr. Max Landsberg, Samuel H. Lowe, Rev. Dr. Nelson Millard, Mayor C. R. Parsons, Hon. Thomas Raines, Arthur E. Sutherland and Frederick W. Warner. A tempting menu had been prepared by Teall, and over two hours were spent in serving the succession of dainty courses.

shall we suggest and obtain such reforms as we want. It is easy to criticise the officers, but the power has been placed with them. To obstruct them is riot, to defeat them is revolution. We know what this body has done to advance the interests of the city. For the future of this chamber I wish all sorts of prosperity.

Hon. Erastus Wiman, the distinguished advocate of commercial union with Canada, responded to the toast "A Commerce That Can Be Continental." In opening his address he spoke of the changed conditions of our life as compared with that of people who lived a century ago. He sketched rapidly the periods which mark different stages in the world's progress since the opening of the Christian era. He referred particularly to the development of this continent by self-government saying that its discovery was the main-spring in the progress of the world. He spoke of the increase of the world's population since that event and said:

The spectacle of Europe without free America, at this stage of increasing humanity, would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth, and amid discouragements the most overwhelming and local difficulties that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. Following the discovery of Columbus in the 300 years of slow occupancy of even a fringe of the coast, was a period of preparedness for the great event of American independence, that great milestone in the progress of mankind. The consequences are more stupendous in their influence upon mankind than almost all other events in history combined since the birth of the saviour. In the power to produce food products is so plainly a providential interference for the sustenation of life that no one can hesitate to believe in not only a divine providence, but that the discovery, growth and development of this country is an especial exhibition of its power and purpose. With all this in view and with grateful hearts and the proper apprehension of the great heritage which we on this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: "We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind."

Mr. Wiman then pleaded for a progress, which should not be confined to one-half of this continent. He said the line of demarcation created by the declaration of independence divided "this vast heritage of mankind into two parts." In his opinion, the possibilities of the northern country would be measured alone by what has occurred south of the dividing line. For trade purposes, he thought that it might be made as available and profitable as new states added to the union. In this connection Mr. Wiman said:

If the trade of the United States is to be continental it must include the country beyond the border line on the north. This line at present consists of a tariff wall, aptly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a

naturally intended for a manufacturing center as shown by its abundant water power. The toast, "Our Manufacturers," was the theme of Eugene T. Curtis, whom Mr. Cutler then introduced. Mr. Curtis' address was bright and interesting. He gave a number of historical facts concerning the growth of the manufacturing interests of the city and said that those manufacturers contributed most to the commercial prosperity of the city who employed the greatest number of mechanics. These mechanics bought homes, which increased the wealth of the town. One of the main features of Mr. Curtis' speech was his reference to the water supply project. He said:

Don't teach the masses—the mechanics and the occupants of tenement houses—to use water sparingly and grudgingly, as they would gas and fuel; teach them rather to use it bountifully—some of them don't use half enough now. I do not believe in a city of this size any water is wholly wasted, unless, perhaps, it may be used to too great an excess as a beverage. If it serves no other purpose than to flush our drains and sewers, it has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not; but if they are not, let us have more. If the present system—built some 16 years ago in the most extravagant manner, when materials were high, and money higher, has proven a valuable investment—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at 3 per cent.

First let us insure a plenteous supply for our household and manufacturing uses, from the chain of pure and beautiful lakes that lie nestling among the hills of Genesee valley; then, if you will, dam up the high banks of Mount Morris, and lay aside a sufficient quantity of water to supply our languishing water power, and flush our river during the months when its bed is laid bare to the scorching rays of a summer sun, breeding malaria and pestilential odors among our inhabitants.

One of the most notable responses of the evening was that of Dr. Max Landsberg whose topic was "Our Clergy." In opening his scholarly address, Dr. Landsberg said that he had accepted the honor with diffidence. He spoke of the ability and eloquence of the city clergy, many of whom he said modestly, "would have been fitter to discharge this duty to your satisfaction." He continued:

Your choice, I said to myself, may have been determined by the circumstance, that, while participating in the dissemination of religious truth, I call myself with pride a descendant of that race which, through many centuries, more than any other, has been identified with commercial enterprise, first by compulsion and later from choice; of that race to which humanity is under obligation, not only for the teaching of a pure and spiritual religion, but also for the promotion of commerce and trade at a time when foolish and cruel prejudice not only degraded the Jews, but stigmatized as dishonorable their principal avocation; when the feudal spirit regarded with contempt the peaceful merchant while greatly honoring the nobleman and the professional soldier who wear out their lives in inglorious ease.

Dr. Landsberg said that in America there was no room for this prejudice. He paid a glowing tribute to the American form of government especially the absence of a state religion. This he thought had not been at all detrimental to true religion. He believed that the lessons taught by the clergy were influencing the business, professional, social and political life of the people. He believed that the same nice sense of honor which must prevail in business life should reign supreme in political life. "To bring about this moral revolution, prepared and advised by the clergy," said the speaker, "is among other purposes, the great end and aim of the chamber of commerce."

George H. Daniels, the general passenger agent of the New York Central, was called upon to speak on "Our Railway Facilities." A large portion of Mr. Daniels' remarks [illegible]

mistakes. They have been known to indulge in uncomplimentary remarks, one about another. Even behind the portentous editorial "We," no doubt, you have occasionally been able to discern a few of the minor frailties of human nature. There has been a time in the history of the Rochester press, as well as of the press of the country at large, when, if the readers believed what one editor said of another the infamy of Ananias, Judas, Nero and Benedict Arnold combined, would be honor compared with the atrocious villiany of the accused. But such exaggerated expressions of feeling were but the effervescence of impetuous natures surcharged with the spirit of our race and, happily, are now unknown except from an occasional outcropping in some remote settlement of the "wild west." The time has come in American journalism to put away childish things.

Mr. Lowe briefly presented a few of the distinguishing qualities of Rochester journalism. He spoke of the conservatism of the representative Rochester press, saying that it had advocated the enforcement of law and the maintenance of order and had stood firmly by established principles. He believed the Rochester press surpassed that of almost any city of its rank in keeping its columns clean and wholesome. It was on the side of progress and public improvement and is loyal to the city. Mr Lowe also believed that in all essentials the Rochester press is on the side of the schools and the churches.

The speaker concluded by referring to the press of the world, scarcely less "our press" than that of Rochester. He said:

I might speak of the history of the newspaper press, of its development, its functions, its power and its weaknesses, its achievements, its present greatness and its future glory. I might recall the illustrious names that have illuminated its annals—the names of Swift and Johnson; of "Junius," the Unknown; of Coleridge and Southey and Dickens; of Benjamin Franklin and Alexander Hamilton; of Bryant, Garrison and Douglass, Greeley, Raymond, Bowles and many others who spent their lives in building up this mighty agency or employed it in reaching and influencing their fellow men. I might show that a free press is a natural, inevitable foe of tyranny and cruelty and wrong, and that no despot can long survive its scorching blaze. I might cite the contests of the press with gigantic systems and conspiracies designed to enslave, corrupt or rob society and the state. I might rehearse its triumphs in opening up to civilization dark and hitherto unexplored regions of the earth. I might speak of its educating power in the millions of homes of our land, to which the newspaper is a daily visitor. These and a thousand kindred themes invite discussion. But not to-night.

I may have unduly extolled the agency for which I have spoken. Others may see faults where I, enveloped in the light of this great luminary, would discover none. But, however imperfect the press of to-day may be, let us hope our press in the future may satisfy the most brilliant ideal of the present and evermore contribute to the peace, enlightenment, prosperity and happiness of mankind.

George C. Buell spoke upon "Our Building." An extract from his address follows:

The permanency and efficiency of this organization will be greatly promoted by the erection and occupancy of such a building. If I may speak of the special committee having in charge the selection of a site, I should say they favor only a first-class one, a location as good and central as can be procured, and they would recommend the construction of a building so attractive that it will be a credit to our city, as well as most useful and profitable to this body. Of course there are many questions of importance that will naturally suggest themselves to your minds, that must be satisfactorily answered, to ensure the success of our project. And perhaps the first and not the least important is the simple one, Can such an enterprise be made to pay? I reply, certainly, why not? Such a building as we should erect, well located, conveniently arranged, fire proof, and with all modern appliances, would command the best class of tenants and fair rentals, yielding an income over all taxes and expenses, and I verily believe, giving us sufficient accommodations without one cent of cost to this chamber.

"Our Banks" was the theme considered by Henry C. Brewster. He gave valuable statistics concerning the growth of the banking interests of Rochester and said:

The idea of a bank is based on the integrity and trustworthiness of mankind. The depositor puts his money in the bank that he may be able to use it with certainty when necessary. The banker loans his funds to the business man to assist him to carry on business, confident of payment at maturity. Without honesty, intelligence and ability they could not exist. Where banks are, there you find prosperity and thrift. The church and school house are no more an indication of civilization than the bank.

The brief address of President L. P. Ross on "Ourselves" was the last on the programme. He dwelt upon the importance of commercial pursuits and concluded by saying:

Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellow-men, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and everyone of us to say: I am a member of the Rochester chamber of commerce.

At the close of Mr. Ross' speech the orchestra played a selection and the guests dispersed, all feeling that the chamber of commerce banquet had been a thorough success. Letters of regret were received from Chauncey M. Depew, Andrew Carnegie, Cornelius Vanderbilt, Senators Evarts and Hiscock, Representative Baker and others.

First Methodist Church.

Such has been the interest in the revival meetings in this church during the past four weeks that they will be continued every evening this week except Saturday. The service will commence promptly at 7:30 P. M., the first half hour being devoted to prayer and praise. A short, practical sermon will be delivered, followed by a penitent's prayer and testimony meeting. Conversions have taken place almost every evening the meetings have been held, and a quickening, reviving spirit pervades the entire church. Yesterday upward of 20 persons were received into the church in addition to the large number taken in a week ago.

ROCHESTER EVENING TIMES

[T]wo of our daily contemporaries are in [m]ild dispute over the recent utterances said to have been made by a member of the chamber of commerce on the question of the control of the water works department. The impression seems to prevail that at the recent meeting of the joint committee Mr. Cutler expressed himself as in favor of taking the control of the water works department from the executive board and placing it in the hands of the common council. The Herald asserts that none of its articles on that subject represent Mr. Cutler as favoring that transfer. Possibly the Herald's reporter who attended the meeting in question might have misunderstood Mr. Cutler, for mistakes are likely to happen, but this is what the report said: "At this point Mr. Tubbs withdrew and the committee continued its labors. Mr. Cutler advocated a measure placing in the chief engineer's hands the entire management of the water works department. * * * * * The present system was wrong. The accounts showed it. * * * A chief engineer who cannot appoint his help, but must rely entirely upon the executive board to appoint as many and such men as it chooses is in an anomalous position. THE SYSTEM SHOULD BE IN THE HANDS OF THE COMMON COUNCIL and to that body the engineer should be solely responsible." That is what the Herald said Mr. Cutler said. Was it because the press, catching for the moment a clear view of the secret intentions of the chamber of commerce, at once denounced such a scheme that the members rushed forward to deny any thought on their part of removing the water works department from the politics of the executive board to place it in the politics of the common council?

TWO BANQUETS.

DINING IN DELMONICO'S AND IN ROCHESTER.

One an Ostentatious and Wanton Display of Wealth, the Other a Banquet of Business Men Concerned in the Material Welfare of the City—Some Things that Were Said and Some Things that Were Left Unsaid.

A notable dinner was given at Delmonico's in New York last Friday evening. The details of the banquet must have been pleasant not to say cheerful reading to thousands of people in Gotham who do not know where supper is coming from and who go to bed with a very distinct impression that they will have no breakfast. The dinner was given by Mrs. Bradley Martin, one of the select of the select whose influence is measured not by brains, but the dollar mark and whose ostentatious display of wealth is too ridiculous to demand condemnation. Six long tables were covered to the plates with rare spring flowers made into a flat bed, the menus were hand painted and the dinner of twelve courses had every luxury from spring lamb and green peas, strawberries and game to the most delicious of champagne and sherries. About $12 a cover was the price of that "spread." The hostess wore it is said, a crown of diamonds worth $300,000, and her dress was covered with glittering gems, and so on and so forth throughout the list. It was a grand affair and must have been a source of exquisite pleasure to the starving and homeless poor of that great city, a sort of "we point-with-pride" affair for the citizens who care more for ostentation and brag than for the bodily and moral and mental welfare of the community. As an exhibition of magnificent wealth merely, of wealth foolishly used, and the worship of the Calf Golden, the dinner was a glittering success. There are many people, however, who think that a portion at least of the wealth so lavishly wasted might have been put to better use in a thousand charitable ways to make of some of God's creatures happier and better men and women. With that feature of the question, it is said, the public has nothing to do. Perhaps not. There is an impression prevailing, however that the homeless and suffering and workless and starving portion of the land made possible that wanton display of wealth.

Another notable banquet was given last Saturday evening. It was given in this city. It was not characterized by any foolish and glittering display of riches. It was in honor of Rochester's business enterprises and business prosperity. It was given by an association [illegible] the material welfare of our [illegible] [illegible]

[illegible] Calf Golden it was to be expected from an association interested in the financial welfare of Rochester rather than in the physical and moral and mental welfare of men and women who make possible the existence of workshops and factories and stately buildings. There was a profusion of rare flowers at this banquet. Palms and ferns and pyramids of roses were displayed. Wax candles took the place of plebeian gas or kerosene, and musicians discoursed inspiring music during the dinner hour. It was a feast with Luculus, with the chamber of commerce as the Roman consul.

There was present a large number of guests from out of town. J. G. Cutler acted as toastmaster. In the course of his opening address he said, among other things:

"The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation, and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than that comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on."

Toasts were responded to as follows: "Our Guests," Hon. George F. Danforth; "A Commerce That Can be Continental," Hon. Erastus Wiman; "Our Merchants," John Fahy; "Our Parks," William C. Barry; "Our Manufacturers," Eugene T. Curtis; "Our Clergy," Rev. Max Landsberg; "Our Matters and Things in General," J. H. Stedman; "Our Loan Associations," John H. Foley; "Our Press" Samuel H. Lowe; "Our New Building," George C. Buell; "Our Bankers," Henry C. Brewster; "Ourselves," President L. P. Ross.

All of the responses were able. A glance at the list of toasts will show that nothing was said of our public schools; of our trades organizations, the members of which are deeply interested in the welfare of the city, and who have materially contributed to the prosperity of our beautiful city; nothing to any extent was said about the moral and physical growth of the citizens of our community. But, as was before said, possibly that was not to be expected of an association which has to do with the mere money-making affairs of the city. In its entirety the banquet was a success. It appropriately rounded the third year of the useful labors of the chamber of commerce, and gave promise of even a more successful future.

The Post-Express.
ROCHESTER, MONDAY, FEBRUARY 10.

WHAT IS THE STATE OF THE CASE?

This paper has never taken any share in the clamor for conductors on street cars. It has always regarded them as an unmitigated nuisance on small lines and no better than a necessary nuisance on main lines. Therefore it cares little about a provision in regard to conductors in the contract with the street car company. Let those who were clamorous for conductors deal with that point of controversy.

This paper always recognized the difficulty of introducing a system of transfer tickets on the Rochester railway system, constructed with long lines crossing each other in the center of the city. That difficulty remains; but there may be some way of meeting it by a reasonable concession, and such a concession this paper is free to advocate. We are not committed, like the officers of the company, the rest of the newspapers, and many of the people, to an uncompromising demand for transfer tickets on all lines.

As far as we are concerned the main issue in the new contract with the street railroad company is that of the extension of the franchise until 1967. That is a point which ought to be definitely settled.

The corporate existence of the company extends for ninety-nine years from the act of 1868, as we understand it, and the new contract runs through that "corporate existence," which will not close until 1967. Therefore, if the new contract be adopted, there can be no doubt that the franchise of the company will be deemed as extending for seventy-seven years from this time.

The company claims that it has the franchise for that time already; that no formal renewal is necessary: that it is a popular error to suppose that its privileges lapse in 1892; and that the new contract is merely to settle business details. It is plain that the alderman who represented the city in drawing up the new contract did not hold this opinion; but it is said that the best legal learning of the city is ready to maintain it and that the outside capitalists who bought a controling interest in the company not long ago, acted on the advice of able lawyers to the effect that they were buying a franchise which had seventy-seven years to run.

Our position is that no new franchise running until 1967 should be granted in the new contract; and that if there be any doubt as to the rights of the company to a franchise for seventy-seven years longer the new contract should not give away the case of the city.

Of course it becomes journalists to speak with some diffidence on a point of law; but all the information at hand leads us to the conclusion that the proposed contract covers a new franchise. On the 25th of August, 1885, the city attorney, J. N. Beckley, in answer to a resolution of the common council passed June 15, 1885, presented a report giving in "compact form all the provisions of the city charter relating to the Rochester City and Brighton railroad company." The city attorney included in his compilation the general statutes applicable to street railways, the special statutes applicable to the Rochester company, and the penal ordinances of the council affecting it. To a layman glancing over this report, the natural conclusion is that the franchise of the company was to close in thirty years.

The original ordinance passed June 24, 1862, and re-adopted Nov. 30, 1880, contained this provision:

SECTION 24. It is expressly provided hereby that the said grant and powers, rights and privileges proposed to be conferred to said company, shall, and they are hereby limited to the term of thirty years from and after the date of the acceptance of the same by said railroad company.

This looks clear enough. The only quibble possible, it seems to us, would be in regard to the date of acceptance. The act passed by the legislature in 1868, "for the relief of the Rochester City and Brighton Railroad Company," does not seem to affect this point. It deals with matters outside of the extension of franchise altogether and contains this provision:

Section 6. This act shall not be construed as in any way impairing the force or effect of the resolution or ordinance of the common council of the city of Rochester, entitled "An ordinance in relation to street railroads," passed June 24, 1862, and the amendments thereof, except as is herein specially provided.

If there be something hidden away in local or state legislation that nullifies these provisions and gives the street railway a franchise extending to 1967 it is time that the public knew what it is. If there be no such thing, then it behooves the public to consider whether it is ready to grant such an extension, for that will be the effect of the new contract.

THE REASON WHY.

It is a common thing for citizens, in discussing the street railway contract, to say: If Buffalo can get 11½ per cent. of the gross earnings of a company for a street railroad franchise on unimportant streets why cannot Rochester get a consideration proportionately valuable?

The answer is very simple. A measure was introduced and passed in the last legislature entitled "An act to amend chapter sixty-five of the laws of 1886, entitled 'An act to secure adequate compensation for the right to construct, maintain, use, operate, or extend railroads in cities and villages,' as amended by section two of chapter 622 of the laws of 1887." The act which was amended provided for the sale of railroad franchises, excepting elevated railways in counties having less than 1,000,000 inhabitants and "street railroad companies heretofore organized in cities or villages of less than 85,000 inhabitants." The amendment makes the latter exception read as follows—"street surface railroad companies now organized, in cities or villages having less than 90,000 inhabitants, as determined by the United States census of 1880." In other words it is shaped to exempt the city of Rochester only, with the design of allowing the common council of this city to give away franchises instead of selling them. The city of Buffalo remains under the operation of the Cantor act and there the common council is obliged to put up franchises for sale and dispose of them to the highest bidder. As a result, a company, probably representing the capitalists who control the street railways of Rochester, has bid for franchises in Buffalo a percentage equivalent to $70,500 a year of the gross receipts of the Rochester company.

The POST-EXPRESS alone of the press of Rochester opposed the exemption of this city from the operation of the Cantor act. We stood then as we stand now, against the giving away of valuable public franchises to private individuals for long terms. We said then as we say now, that "there is too much giving away by national, state, and municipal governments; and many of the colossal fortunes which individuals have amassed to the envy and discontent of the working people, have their origin in the loan of the state or national credit, in grants of land, in the gift of valuable franchises in cities, in the cession of special banking privileges [illegible] indirectly in special protective [illegible]." It was for asserting this sound principle and this wise policy, among other things, that the POST-EXPRESS was boycotted.

The pretext for the amendment of the Cantor act was that it was necessary, in order to break up a street railway monopoly,

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ROCHESTER MORNING HERALD, MONDAY, FEBRUARY 10, 1890.

ITS THIRD YEAR.

CHAMBER OF COMMERCE DINNER.

A Notable Occasion—Commercial Union Advocated by Erastus Wiman—Abstracts From Addresses by Many Citizens.

The Rochester chamber of commerce, which all through the past twelve months has been so earnestly laboring for the development of the Flower city, observed the opening of another year of usefulness on Saturday evening. Nearly two hundred of the city's solid business men, together with a number of invited guests, assembled at seven o'clock to attend the third annual dinner of the orgaization. The tables were spread in the three large rooms occupied by the association.

It was indeed a brilliant scene which met the eyes of the guests as they seated themselves around the tables. In the center of the middle room stood a floral representation of the proposed chamber of commerce building, 13 stories in height, with all the architectural outlines plainly distinguishable. It was a remarkable triumph of the florist's art and was made under the direction of J. Alexander Hayden, who had complete charge of the decorations. Palms, ferns and smilax wreaths abounded, while pyramids of roses and tulips adorned each table. A jar of pink orchids was placed near the toastmaster's seat. Wax candles cast their subdued light over the pleasing picture, while many a melodious note fell upon the listening ear from the station in the east room occupied by Meyering's orchestra.

The following guests were present from out of town: Calvin H. Allen, New York; A. O. Bunnell, Dansville; H. L. Brown, Mt. Morris; Ira C. Chace, New York; George H. Daniels, New York; E. A. Fisher, Oil City, Pennsylvania; Richard C. Garhart, New York; J. Hildreth, Rome; J. C. Hood, Corning; A. H. Ivans, Lockport; J. Winslow Jones, Baltimore, Maryland; A. L. Sweet, Medina; John H. Smith, Buffalo; Hon. Erastus Wiman, New York; Edson J. Weeks, Buffalo; J. W. Watson, Olean; D. B. Washburn, Milwaukee. Among the Rochesterians, not actively connected with the chamber, who were in attendence were James M. Aikenhead, Julius Armbruster and George W. Aldridge of the executive board; Aldermen Fee, Judson, McMillan, Selye and Williams, Hon. George F. Danforth, Charles E. Fitch, Postmaster Fleckenstein, ex-Mayor Michael Filon, George D. Hale, Dr. V. A. Hoard, Edward Harris, Rev. Dr. Max Landsberg, Samuel H. Lowe, Rev. Dr. Nelson Millard, Mayor C. R. Parsons, Hon. Thomas Raines, Arthur E. Sutherland and Frederick W. Warner. A tempting menu had been prepared by Teall, and over two hours were spent in serving the succession of dainty courses.

shall we suggest and obtain such reforms as we want. It is easy to criticise the officers, but the power has been placed with them. To obstruct them is riot, to defeat them is revolution. We know what this body has done to advance the interests of the city. For the future of this chamber I wish all sorts of prosperity.

Hon. Erastus Wiman, the distinguished advocate of commercial union with Canada, responded to the toast "A Commerce That Can Be Continental." In opening his address he spoke of the changed conditions of our life as compared with that of people who lived a century ago. He sketched rapidly the periods which mark different stages in the world's progress since the opening of the Christian era. He referred particularly to the development of this continent by self-government saying that its discovery was the main-spring in the progress of the world. He spoke of the increase of the world's population since that event and said:

The spectacle of Europe without free America, at this stage of increasing humanity, would indeed have been appalling. But in the order of the divine procession of events for the good of mankind, Columbus came forth, and amid discouragements the most overwhelming and local difficulties that now seem the most trivial as compared with the consequences that were to follow, fulfilled the high destiny God had marked out for him. Following the discovery of Columbus in the 300 years of slow occupancy of even a fringe of the coast, was a period of preparedness for the great event of American independence, that great milestone in the progress of mankind. The consequences are more stupendous in their influence upon mankind than almost all other events in history combined since the birth of the saviour. In the power to produce food products is so plainly a providential interference for the sustenation of life that no one can hesitate to believe in not only a divine providence, but that the discovery, growth and development of this country is an especial exhibition of its power and purpose. With all this in view and with grateful hearts and the proper apprehension of the great heritage which we on this continent enjoy, we should have engraved upon our hearts these burning words of Emerson: "We live in a new and exceptional age. North America is another name for opportunity. Its whole history shows it to be the last best gift of God to mankind."

Mr. Wiman then pleaded for a progress, which should not be confined to one-half of this continent. He said the line of demarcation created by the declaration of independence divided "this vast heritage of mankind into two parts." In his opinion, the possibilities of the northern country would be measured alone by what has occurred south of the dividing line. For trade purposes, he thought that it might be made as available and profitable as new states added to the union. In this connection Mr. Wiman said:

If the trade of the United States is to be continental it must include the country beyond the border line on the north. This line at present consists of a tariff wall, aptly compared to a barbed wire fence, four thousand miles long, against which the commerce of the United States beats like a wave, and rolls back upon itself. Practically this wall is as great an obstacle to commerce as a huge mountain range, a wide sea or an impassable morass. To obliterate this barrier across the continent—to remove it entirely—is the object now being sought by agitation; without the shedding of a drop of blood or the expenditure of a single dollar, the amount of commerce of both countries would be doubled. Never in the history of the United States has a period been reached in which the circumstances were more favorable to an extension of commerce in this direction. The results of the policy of protection have been to stimulate production, so that in many articles there is now a capacity for manufacturing very much in excess of the possible demand. New markets are an absolute necessity in many instances, unless one half of the community is to become a charge upon the other half. Within the Canadian border an opportunity for these new markets exists, and if the development in that north region should take on anything like the shape it has taken in the southern part of the continent, a progress would be made finding a parallel in what has already occurred here. Again, there is an absolute necessity for a supply of free raw material, in order that goods can be manufactured at a

naturally intended for a manufacturing center as shown by its abundant water power. The toast, "Our Manufacturers," was the theme of Eugene T. Curtis, whom Mr. Cutler then introduced. Mr. Curtis' address was bright and interesting. He gave a number of historical facts concerning the growth of the manufacturing interests of the city and said that those manufacturers contributed most to the commercial prosperity of the city who employed the greatest number of mechanics. These mechanics bought homes, which increased the wealth of the town. One of the main features of Mr. Curtis' speech was his reference to the water supply project. He said:

Don't teach the masses—the mechanics and the occupants of tenement houses—to use water sparingly and grudgingly, as they would gas and fuel; teach them rather to use it bountifully—some of them don't use half enough now. I do not believe in a city of this size any water is wholly wasted, unless, perhaps, it may be used to too great an excess as a beverage. If it serves no other purpose than to flush our drains and sewers, it has contributed to our city's welfare. I do not pretend to touch the question as to whether our present facilities are sufficient or not: but if they are not, let us have more. If the present system—built some 16 years ago in the most extravagant manner, when materials were high, and money higher, has proven a valuable investment—and who will dare assert that it has not—can we not afford to increase that investment now, when materials are comparatively cheap, and when the credit of the city commands a premium when offered at 3 per cent.

First let us insure a plenteous supply for our household and manufacturing uses, from the chain of pure and beautiful lakes that lie nestling among the hills of Genesee valley; then, if you will, dam up the high banks of Mount Morris, and lay aside a sufficient quantity of water to supply our languishing water power, and flush our river during the months when its bed is laid bare to the scorching rays of a summer sun, breeding malaria and pestilential odors among our inhabitants.

One of the most notable responses of the evening was that of Dr. Max Landsberg whose topic was "Our Clergy." In opening his scholarly address, Dr. Landsberg said that he had accepted the honor with diffidence. He spoke of the ability and eloquence of the city clergy, many of whom he said modestly, "would have been fitter to discharge this duty to your satisfaction." He continued:

Your choice, I said to myself, may have been determined by the circumstance, that, while participating in the dissemination of religious truth, I call myself with pride a descendant of that race which, through many centuries, more than any other, has been identified with commercial enterprise, first by compulsion and later from choice; of that race to which humanity is under obligation, not only for the teaching of a pure and spiritual religion, but also for the promotion of commerce and trade at a time when foolish and cruel prejudice not only degraded the Jews, but stigmatized as dishonorable their principal avocation; when the feudal spirit regarded with contempt the peaceful merchant while greatly honoring the nobleman and the professional soldier who wear out their lives in inglorious ease.

Dr. Landsberg said that in America there was no room for this prejudice. He paid a glowing tribute to the American form of government especially the absence of a state religion. This he thought had not been at all detrimental to true religion. He believed that the lessons taught by the clergy were influencing the business, professional, social and political life of the people. He believed that the same nice sense of honor which must prevail in business life should reign supreme in political life. "To bring about this moral revolution, prepared and advised by the clergy," said the speaker, "is among other purposes, the great end and aim of the chamber of commerce."

George H. Daniels, the general passenger agent of the New York Central, was called upon to speak on "Our Railway Facilities." A large portion of Mr. Daniels' remarks

mistakes. They have been known to indulge in uncomplimentary remarks, one about another. Even behind the portentous editorial "We," no doubt, you have occasionally been able to discern a few of the minor frailties of human nature. There has been a time in the history of the Rochester press, as well as of the press of the country at large, when, if the readers believed what one editor said of another the infamy of Ananias, Judas, Nero and Benedict Arnold combined, would be honor compared with the atrocious villainy of the accused. But such exaggerated expressions of feeling were but the effervescence of impetuous natures surcharged with the spirit of our race and, happily, are now unknown except from an occasional outcropping in some remote settlement of the "wild west." The time has come in American journalism to put away childish things.

Mr. Lowe briefly presented a few of the distinguishing qualities of Rochester journalism. He spoke of the conservatism of the representative Rochester press, saying that it had advocated the enforcement of law and the maintenance of order and had stood firmly by established principles. He believed the Rochester press surpassed that of almost any city of its rank in keeping its columns clean and wholesome. It was on the side of progress and public improvement and is loyal to the city. Mr Lowe also believed that in all essentials the Rochester press is on the side of the schools and the churches.

The speaker concluded by referring to the press of the world, scarcely less "our press" than that of Rochester. He said:

I might speak of the history of the newspaper press, of its development, its functions, its power and its weaknesses, its achievements, its present greatness and its future glory. I might recall the illustrious names that have illuminated its annals—the names of Swift and Johnson; of "Junius," the Unknown; of Coleridge and Southey and Dickens; of Benjamin Franklin and Alexander Hamilton; of Bryant, Garrison and Douglass, Greeley, Raymond, Bowles and many others who spent their lives in building up this mighty agency or employed it in reaching and influencing their fellow men. I might show that a free press is a natural, inevitable foe of tyranny and cruelty and wrong, and that no despot can long survive its scorching blaze. I might cite the contests of the press with gigantic systems and conspiracies designed to enslave, corrupt or rob society and the state. I might rehearse its triumphs in opening up to civilization dark and hitherto unexplored regions of the earth. I might speak of its educating power in the millions of homes of our land, to which the newspaper is a daily visitor. These and a thousand kindred themes invite discussion. But not to-night.

I may have unduly extolled the agency for which I have spoken. Others may see faults where I, enveloped in the light of this great luminary, would discover none. But, however imperfect the press of to-day may be, let us hope our press in the future may satisfy the most brilliant ideal of the present and evermore contribute to the peace, enlightenment, prosperity and happiness of mankind.

George C. Buell spoke upon "Our Building." An extract from his address follows:

The permanency and efficiency of this organization will be greatly promoted by the erection and occupancy of such a building. If I may speak of the special committee having in charge the selection of a site, I should say they favor only a first-class one, a location as good and central as can be procured, and they would recommend the construction of a building so attractive that it will be a credit to our city, as well as most useful and profitable to this body. Of course there are many questions of importance that will naturally suggest themselves to your minds, that must be satisfactorily answered, to ensure the success of our project. And perhaps the first and not the least important is the simple one, Can such an enterprise be made to pay? I reply, certainly, why not? Such a building as we should erect, well located, conveniently arranged, fire proof, and with all modern appliances, would command the best class of tenants and fair rentals, yielding an income over all taxes and expenses, and I verily believe, giving us sufficient accommodations without one cent of cost to this chamber.

"Our Banks" was the theme considered by Henry C. Brewster. He gave valuable statistics concerning the growth of the banking interests of Rochester and said:

The idea of a bank is based on the integrity and trustworthiness of mankind. The depositor puts his money in the bank that he may be able to use it with certainty when necessary. The banker loans his funds to the business man to assist him to carry on business, confident of payment at maturity. Without honesty, intelligence and ability they could not exist. Where banks are, there you find prosperity and thrift. The church and school house are no more an indication of civilization than the bank.

The brief address of President L. P. Ross on "Ourselves" was the last on the programme. He dwelt upon the importance of commercial pursuits and concluded by saying:

Gentlemen, we of Rochester are the sons of commerce. Let us remember this, and let us remember not only all of its grand possibilities for us, but all of the great responsibilities that it devolves upon us, and let us so comport ourselves in all our dealings with our fellow-men, and in all our conduct of the affairs of our organization, that it may ever be a source of pride and gratification for each and everyone of us to say: I am a member of the Rochester chamber of commerce.

At the close of Mr. Ross' speech the orchestra played a selection and the guests dispersed, all feeling that the chamber of commerce banquet had been a thorough success. Letters of regret were received from Chauncey M. Depew, Andrew Carnegie, Cornelius Vanderbilt, Senators Evarts and Hiscock, Representative Baker and others.

First Methodist Church.

Such has been the interest in the revival meetings in this church during the past four weeks that they will be continued every evening this week except Saturday. The service will commence promptly at 7:30 P. M., the first half hour being devoted to prayer and praise. A short, practical sermon will be delivered, followed by a penitent's prayer and testimony meeting. Conversions have taken place almost every evening the meetings have been held, and a quickening, reviving spirit pervades the entire church. Yesterday upward of 20 persons were received into the church in addition to the large number taken in a week ago.

known as the Eleventh Ward Independent Political club. Its new officers are: President, P. B. Flaherty; vice-president, Rudolph Bircher; secretary, James H. Hondorf; treasurer, John G. Maid; messenger, Law C. Maid; directors, D. Koehler, J. G. Maid, P. G. Miller, J. Hondorf, R. Bircher. In addition to its rooms, this club has engaged Fischer's hall for drilling purposes to accommodate the drill corps now connected with the club, of which P. G. Miller is captain.

A meeting of the independent voters of the Fifteenth ward will be held this evening at the corner of Colvin and Campbell streets.

PERSONAL.

W. J. Arkell of Canajoharie is registered at the Powers.

Frank W. Page has gone on a trip to Florida and will be absent about three months.

S. A. Leggett and wife of the Wilbur opera company are in town spending a few days at Mr. Leggett's father's on Adams street.

The society of the First Universalist church has voted to grant Dr. Asa Saxe, the pastor, a six months' leave of absence and he will sail, with Mrs. Saxe, for Europe about April 1st.

Gilbert Goes Up.

Benjamin Gilbert and Henry Webb, the two colored men who engaged in a row on Pine alley on Friday evening, were brought before Justice Keeler in the police court on Saturday. The testimony showed that Gilbert was to blame for the fracas and he was sentenced to pay a fine of $50 or go to the penitentiary for 50 days. He went up. Webb was discharged.

yesterday afternoon. The cutter tipped over in front of Smith & Perkins' store and was left in the street. The reins were dragging on the ground and a man who tried to stop the horse by grabbing them was surprised at the suddenness with which he took a header. The horse kept on until he reached the canal bridge, where he was caught by J. S. Beach. No serious damage was done.

Drove His Wife Out of Doors.

Charles Unger of Mansion street imbibed ambrosial liquids until he became very drunk and correspondingly ugly yesterday morning and then he went home and created a little excitement by driving his wife out of doors. Charles was having a splendid time until the patrol wagon was called and Sergeant O'Brien and Officer Kleisley took him to the station.

Heart Failure Caused Death.

Dr. Sibley on Saturday held an autopsy on the body of Thomas Finley, the man who died in a wagon on the Lyell road on Friday, and found that death had been caused by heart failure, superinduced by alcoholism. Later in the day Coroner Kleindienst held an inquest and the jury brought in a verdict in accordance with the physician's report.

Arrested on an Old Warrant.

In November, 1888, George A. Finley secured a warrant for the arrest of a man named John Purcell on the charge of stealing an overcoat and pawning it, but did not press the case. Recently Mr. Finley learned that Purcell had been prowling about his place of business and on Saturday he had the man arrested on the old warrant.

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ROCHESTER EVENING TIMES

One of our daily contemporaries are in wild dispute over the recent utterances said to have been made by a member of the chamber of commerce on the question of the control of the water works department. The impression seems to prevail that at the recent meeting of the joint committee Mr. Cutler, expressed himself in favor of taking the control of the water works department from the executive board and placing it in the hands of the common council. The Herald asserts that none of its articles on that subject represent Mr. Cutler as favoring that transfer. Possibly the Herald's reporter who attended the meeting in question might have misunderstood Mr. Cutler, for mistakes are likely to happen, but this is what the reporter said: "At this point Mr. Tubbs withdrew and the committee continued its labors. Mr. Cutler advocated a measure placing in the chief engineer's hands the entire management of the water works department. * * * * * The present system was wrong. The accounts showed it. * * * A chief engineer who cannot appoint his help, but must rely entirely upon the executive board to appoint as many and such men as it chooses is in an anomalous position. THE SYSTEM SHOULD BE IN THE HANDS OF THE COMMON COUNCIL and to that body the engineer should be solely responsible." That is what the Herald said Mr. Cutler said. Was it because the press, catching for the moment a clear view of the secret intentions of the chamber of commerce, at once denounced such a scheme that the members rushed forward to deny any thought on their part of removing the water works department from the politics of the executive board to place it in the politics of the common council?

TWO BANQUETS.

DINING IN DELMONICO'S AND IN ROCHESTER.

One an Ostentatious and Wanton Display of Wealth, the Other a Banquet of Business Men Concerned in the Material Welfare of the City—Some Things that Were Said and Some Things that Were Left Unsaid.

A notable dinner was given at Delmonico's in New York last Friday evening. The details of the banquet must have been pleasant not to say cheerful reading to thousands of people in Gotham who do not know where supper is coming from and who go to bed with a very distinct impression that they will have no breakfast. The dinner was given by Mrs. Bradley Martin, one of the select of the select whose influence is measured not by brains, but the dollar mark and whose ostentations display of wealth is too ridiculous to demand condemnation. Six long tables were covered to the plates with rare spring flowers made into a flat bed, the menus were hand painted and the dinner of twelve courses had every luxury from spring lamb and green peas, strawberries and game to the most delicious of champagne and sherries. About $12 a cover was the price of that "spread." The hostess wore it is said, a crown of diamonds worth $300,000, and her dress was covered with glittering gems, and so on and so forth throughout the list. It was a grand affair and must have been a source of exquisite pleasure to the starving and homeless poor of that great city, a sort of "we point-with-pride" affair for the citizens who care more for ostentation and brag than for the bodily and moral and mental welfare of the community. As an exhibition of magnificent wealth merely, of wealth foolishly used, and the worship of the Calf Golden, the dinner was a glittering success. There are many people, however, who think that a portion at least of the wealth so lavishly wasted might have been put to better use in a thousand charitable ways to make of some of God's creatures happier and better men and women. With that feature of the question, it is said, the public has nothing to do. Perhaps not. There is an impression prevailing, however that the homeless and suffering and workless and starving portion of the land made possible that wanton display of wealth.

Another notable banquet was given last Saturday evening. It was given in this city. It was not characterized by any foolish and glittering display of riches. It was in honor of Rochester's business enterprises and business prosperity. It was given by an association interested in the material welfare of our

was duly ... the figure of the Calf Golden it was to be expected from an association interested in the financial welfare of Rochester rather than in the physical and moral and mental welfare of men and women who make possible the existence of workshops and factories and stately buildings. There was a profusion of rare flowers at this banquet. Palms and ferns and pyramids of roses were displayed. Wax candles took the place of plebeian gas or kerosene, and musicians discoursed inspiring music during the dinner hour. It was a feast with Lucullus, with the chamber of commerce as the Roman consul.

There was present a large number of guests from out of town. J. G. Cutler acted as toastmaster. In the course of his opening address he said, among other things:

"The chamber of commerce is the representative association of Rochester business men, organized for the promotion of business and trade. Politics, as the word is ordinarily used, has no place in its scheme of operations, and it is well understood that any attempt to use it to advance the interests of either of the great political parties, would certainly fail. But this fact does not imply any impropriety in its active participation in the discussion of details of our municipal administration, which is, evidently, about to be undertaken by the citizens of Rochester. Not only so, but the private business enterprises of this community can only be extended and developed as contemplated by our organization, under those conditions of administration which give the highest efficiency in the different departments of the city government, at a rate of taxation which is found to be reasonable and necessary.

A city is simply a great business corporation, and the intrusion of party politics into the management of such corporations is generally conceded to be a serious and expensive inconvenience, and must soon come to be regarded as intolerable. Obviously, no class of men in this community should be more active in efforts to secure in our municipal system all that the business idea implies, than those comprised in the Rochester chamber of commerce, because no class of men is more competent to deal with the business questions involved in the establishment of a satisfactory system. We must admit that this fact implies a great responsibility.

The citizens of Rochester have a right to look to the Rochester chamber of commerce to take the lead in modernizing our antiquated charter, and introducing into our municipal system those elements of direct and personal responsibility in which it is so conspicuously lacking, and without which no business enterprise can be successfully carried on."

Toasts were responded to as follows: "Our Guests," Hon. George F. Danforth; "A Commerce That Can be Continental," Hon. Erastus Wiman; "Our Merchants," John Fahy; "Our Parks," William C. Barry; "Our Manufacturers," Eugene T. Curtis; "Our Clergy," Rev. Max Landsberg; "Our Matters and Things in General," J. H. Stedman; "Our Loan Associations," John H. Foley; "Our Press" Samuel H. Lowe; "Our New Building," George C. Buell; "Our Bankers," Henry C. Brewster; "Ourselves," President L. P. Ross.

All of the responses were able. A glance at the list of toasts will show that nothing was said of our public schools; of our trades organizations, the members of which are deeply interested in the welfare of the city, and who have materially contributed to the prosperity of our beautiful city; nothing to any extent was said about the moral and physical growth of the citizens of our community. But, as was before said, possibly that was not to be expected of an association which has to do with the mere money-making affairs of the city. In its entirety the banquet was a success. It appropriately rounded the third year of the useful labors of the chamber of commerce, and gave promise of even a more successful future.

The Post-Express.
ROCHESTER, MONDAY, FEBRUARY 10.

WHAT IS THE STATE OF THE CASE?

This paper has never taken any share in the clamor for conductors on street cars. It has always regarded them as an unmitigated nuisance on small lines and no better than a necessary nuisance on main lines. Therefore it cares little about a provision in regard to conductors in the contract with the street car company. Let those who were clamorous for conductors deal with that point of controversy.

This paper always recognized the difficulty of introducing a system of transfer tickets on the Rochester railway system, constructed with long lines crossing each other in the center of the city. That difficulty remains; but there may be some way of meeting it by a reasonable concession, and such a concession this paper is free to advocate. We are not committed, like the officers of the company, the rest of the newspapers, and many of the people, to an uncompromising demand for transfer tickets on all lines.

As far as we are concerned the main issue in the new contract with the street railroad company is that of the extension of the franchise until 1967. That is a point which ought to be definitely settled.

The corporate existence of the company extends for ninety-nine years from the act of 1868, as we understand it; and the new contract runs through that "corporate existence," which will not close until 1967. Therefore, if the new contract be adopted, there can be no doubt that

the franchise of the company will be deemed as extending for seventy-seven years from this time.

The company claims that it has the franchise for that time already; that no formal renewal is necessary; that it is a popular error to suppose that its privileges lapse in 1892; and that the new contract is merely to settle business details. It is plain that the alderman who represented the city in drawing up the new contract did not hold this opinion; but it is said that the best legal learning of the city is ready to maintain it and that the outside capitalists who bought a controling interest in the company not long ago, acted on the advice of able lawyers to the effect that they were buying a franchise which had seventy-seven years to run.

Our position is that no new franchise running until 1967 should be granted in the new contract; and that if there be any doubt as to the rights of the company to a franchise for seventy-seven years longer the new contract should not give away the case of the city.

Of course it becomes journalists to speak with some diffidence on a point of law; but all the information at hand leads us to the conclusion that the proposed contract covers a new franchise. On the 25th of August, 1885, the city attorney, J. N. Beckley, in answer to a resolution of the common council passed June 15, 1885, presented a report giving in "compact form all the provisions of the city charter relating to the Rochester City and Brighton railroad company." The city attorney included in his compilation the general statutes applicable to street railways, the special statutes applicable to the Rochester company, and the penal ordinances of the council affecting it. To a layman glancing over this report, the natural conclusion is that the franchise of the company was to close in thirty years.

The original ordinance passed June 24, 1862, and re-adopted Nov. 30, 1880, contained this provision:

SECTION 24. It is expressly provided hereby that the said grant and powers, rights and privileges proposed to be conferred to said company, shall, and they are hereby limited to the term of thirty years from and after the date of the acceptance of the same by said railroad company.

This looks clear enough. The only quibble possible, it seems to us, would be in regard to the date of acceptance. The act passed by the legislature in 1868, "for the relief of the Rochester City and Brighton Railroad Company," does not seem to affect this point. It deals with matters outside of the extension of franchise altogether and contains this provision:

Section 6. This act shall not be construed as in any way impairing the force or effect of the resolution or ordinance of the common council of the city of Rochester, entitled "An ordinance in relation to street railroads," passed June 24, 1862, and the amendments thereof, except as is herein specially provided.

If there be something hidden away in local or state legislation that nullifies these provisions and gives the street railway a franchise extending to 1967 it is time that the public knew what it is. If there be no such thing, then it behooves the public to consider whether it is ready to grant such an extension, for that will be the effect of the new contract.

THE REASON WHY.

It is a common thing for citizens, in discussing the street railway contract, to say: If Buffalo can get 11½ per cent. of the gross earnings of a company for a street railroad franchise on unimportant streets why cannot Rochester get a consideration proportionately valuable?

The answer is very simple. A measure was introduced and passed in the last legislature entitled "An act to amend chapter sixty-five of the laws of 1886, entitled 'An act to secure adequate compensation for the right to construct, maintain, use, operate, or extend railroads in cities and villages,' as amended by section two of chapter 622 of the laws of 1887." The act which was amended provided for the sale of railroad franchises, excepting elevated railways in counties having less than 1,000,000 inhabitants and "street railroad companies heretofore organized in cities or villages of less than 85,000 inhabitants." The amendment makes the latter exception read as follows—"street surface railroad companies now organized, in cities or villages having less than 90,000 inhabitants, as determined by the United States census of 1880." In other words it is shaped to exempt the city of Rochester only, with the design of allowing the common council of this city to give away franchises instead of selling them. The city of Buffalo remains under the operation of the Cantor act and there the common council is obliged to put up franchises for sale and dispose of them to the highest bidder. As a result, a company, probably representing the capitalists who control the street railways of Rochester, has bid for franchises in Buffalo a percentage equivalent to $70,500 a year of the gross receipts of the Rochester company.

The POST-EXPRESS alone of the press of Rochester opposed the exemption of this city from the operation of the Cantor act. We stood then as we stand now, against the giving away of valuable public franchises to private individuals for long terms. We said then as we say now, that "there is too much giving away by national, state, and municipal governments; and many of the colossal fortunes which individuals have amassed to the envy and discontent of the working people, have their origin in the loan of the state or national credit, in grants of land, in the gift of valuable franchises in cities, in the cession of special banking privileges, or indirectly in special protective legislation. It was for asserting this sound principle and this wise policy, among other things, that the POST-EXPRESS was boycotted.

The pretext for the amendment of the

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CHAMBER OF COMMERCE BANQUET.

The third annual banquet of the Chamber of Commerce was a great success, clearly showing how firmly established in popular esteem is this association of our business men. The DEMOCRAT AND CHRONICLE has before said, if the Chamber of Commerce had done nothing more than to unite the business men of Rochester by fraternal ties, and to afford them the opportunity of a comparison of views and to induce harmony of action in stimulating the properities of this beautiful city, it would now have been established in vain; but it is able to show a number of positive achievements in concentrating public opinion in favor of public improvements, and in maturing plans for the development of the resources of the city and of the region of which it is the center. It is not necessary to specify these in this connection; they will readily occur to all who are familiar with the work of this Chamber, and with the intelligent manner in which its schemes have been outlined and prosecuted. Its value as a conservative, as well as an energizing force in the community, cannot be lightly estimated. May its years be many and its influence and success constantly appreciate.

The annual banquet is the great occasion in the record of the Chamber of Commerce, as it is in that of many associations. We need not speculate upon the significance of the banquet, especially as it has had illustration in our American life. There is something in good cheer which brightens out and expands ideas. Many of the weightiest enterprises which have been consummated, in our eager national development, have been preceded by a good dinner, the entertainer finding his guests more amenable to his propositions when attended by a generous hospitality than they would be otherwise. Of course, we state this in its best interpretation, not as including the seductive agencies or wrong-doing. Properly utilized, the American dinner is a beneficient influence upon our social and business life.

This can certainly be said of the Chamber of Commerce banquet, which was thoroughly enjoyable both in its physical and intellectual aspects. The speaking was of a high order of excellence. The address of Mr. Wiman, as the chief guest of the evening, stands by itself as an elaborate effort, upon a theme with which the speaker is familiar. We cannot agree with its main thought, and we do not believe that a majority of those who heard it did. Americans peer into the future and behold the promise of political union with Canada, but the majority of thinking business men do not regard with complacency the plan of a commercial union with Canada, of which she would gain the principal advantages. It is their conviction that political union must precede commercial union. This is the logical order and the business method which they approve. Mr. Wiman was, however, listened to respectfully, and he may leave Rochester with the impression that, if he did not make converts, he met gentlemen.

The post-prandial speeches of our own citizens were all in good taste, and some of them sparkled with genuine wit and were informed with persuasive eloquence. The speeches of Judge Danforth, Dr. Landsberg and Mr. Lowe were fully equal to the reputation that these gentlemen enjoy as public speakers. They always speak well and fittingly, but they are professional men, trained in the use of sinewy English, and accustomed to have expression compared with ideas. We must confess, however, to much pleasure in reading the responses to the various toasts of the business men, some of whom in the ease and grace of their diction gave us real surprise. The remarks of Messrs. Fahy, Barry, Curtis, Buell, Brewster and Ross may well make some of our professional orators tremble for their laurels. If the Chamber of Commerce is to inspire our business men to eloquent utterance, it has conferred still another benefit upon the city. It is needless to say that Mr. Cutler made a good toast-master. The whole affair reflects signal credit upon the Chamber of Commerce.

FEBR[illegible]

THE WORK TO BE DONE

Future [illegible] Chamber of Commerce Outlined.

PRESIDENT ROSS'S ADDRESS

Condition of Country Roads Discussed—A Convention to be Called—Letter From Consul Williams—Various Matters Considered.

Though the annual banquet of the Chamber of Commerce occurred as recently as Saturday evening there was a good attendance of members at the monthly meeting last evening. It was the first meeting which the new president, L. [illegible] Ross has presided. Mr. Ross took occasion to speak somewhat at length of the Chamber and its power to serve the public. Mr. Ross said:

"In accordance with the somewhat uncommon custom established by my predecessors, I propose very briefly to call your attention to some of the leading lines of work which will occupy our attention the coming year. And in entering upon the third year of our existence I wish to congratulate our members upon the excellent results that have been achieved from our uniting together to promote the general welfare of our city. We have, to-day, a recognized position, and are in excellent shape to do good work for the future. By our work during the past two years we have shown that our organization is formed on a broad and comprehensive basis, and is run in the interest of no man or class of men, but for the best interests of the whole city. Our doors have been thrown wide open, and there is not a question relating to the general and special interests of Rochester that has not been discussed and carefully deliberated upon in our rooms. I could almost say that had we done nothing but keep open our rooms as a place of general committee meeting we should have accomplished a result worthy of an organization. We, who have been in it from the beginning, are glad to see the utility and importance of our Chamber of Commerce recognized, and we are glad to extend its benefits and its hospitality to even a greater extent than heretofore.

"It has been intimated in some quarters that we were striving to usurp some of the prerogatives of the various branches of our municipal government. I wish to say, we are in no sense the rivals of any portion of our city government. We recognize the fact that on all great questions of public improvements our position can only be an advisory one, and that we have no legislative or executive powers, and we deplore the fact that any attempt has been made to create a feeling of rivalry between our body and any portion of the municipal government. We seek only to aid and assist them in any and every way for the public good, and I think I express the sentiment of our entire body when I express the earnest wish that on any of the great questions affecting our public improvements, party politics may not be allowed to interfere in any shape whatever. But although we have neither legislative nor executive powers, it must not be thought we are weak. We have that power which is greater than any executive or any Legislature. We have the power of an enlightened public opinion, which, when organized and well directed, is irresistible. Our work for the coming year must, as you know, be done largely in the various committees, and there are many and important interests that will require close care and attention.

"In these days of rapid transit, for both freight and passengers, our committee on railways and transportation has in charge one of the most vital interests of our city. We cannot too carefully or too jealously guard and maintain all our rights, or be too persistent in asking for all privileges which will facilitate the rapid transmission and delivery of freight. Prompt and quick delivery means recorders and increased business, whereas slow and tardy delivery means loss of business and local trade only. These are vital points, and require constant care and watchfulness; but it behooves us also to extend a friendly and helping hand to any and all railway lines which can be induced to build their roads into our city. We recognize and emphasize the fact that railways are a most important and indispensible factor in our prosperity; we hope to see negotiations concluded before the end of the year which will insure the entrance of both the Lehigh Valley and the Pennsylvania roads into our city, and if the Erie shall extend its lines, taking in all the towns north of the Erie canal to Lockport, we will gladly welcome it as another avenue of ingress and egress for the commerce of Rochester. We extend our thanks to the Central-Hudson for changes and improvements made, the Erie and West Shore for increased passenger facilities, to the W. N. Y. & P., and B. R. & P. for courtesies shown, and we beg them all to remember that our interests are so interwoven that every facility and advantage granted us means increased business for them.

"Our committee on public improvements will be a busy one this year. The great question of increased water supply, so ably, so intelligently and so laboriously handled by our special committee, in conjunction with the committee of the Common Council, will be first and foremost, and requires most careful attention. Nothing adds more to the health and sanitary welfare of our city than plenty of pure water, and money economically expended to procure it is always well spent. Any one who has followed the discussion cannot fail to see that two things are imperatively demanded: First, an increased supply; and second, a system of metering which will oblige every one to pay for what they use. I hope we shall support unanimously our excellent special committee in the position they have taken in their report.

"The question of water storage will need careful attention, intelligent work, and I hope your vigorous support. Nothing we could secure for our city would add more to its commercial prosperity than to carry into successful operation this magnificent plan, which would give our city a greater water power than any city in the world possesses to-day. We cannot afford to let this project rest, but must push it to successful completion.

"Our system of parks in process of construction also needs our consideration and thoughtful care. Any system of improvement, which adds permanently to the beauty, and whose effect is to make our city a more desirable place of residence, is worthy of our support, if it be carried out in an intelligent and economical manner. While we may not all agree as to the most desirable plans for our system of public parks, I think we will all agree upon the desirability of having a system, and I hope we will use our influence to assist the gentlemen who have this in charge to give us at least one good park rather than a dozen indifferent ones. It is in this connection that we may be asked to provide for. The term for which the franchise should run, as well as the price to be paid for it, would seem, in law, to be eliminated from the discussion. We shall recur to the subject, and the necessity for prompt action in the premises render it proper that upon it all possible light should be thrown. The city certainly should not act in the dark, but it should see these obstacles in the way of what is conceded on all hands to be a most beneficent improvement.

LAID OVER FOR A WEEK

The Aldermen take no Action on Street Railway Matters

A LONG COMMUNICATION READ

From the President of the Company Giving Various Reasons why the Question Should be Settled at Once—Citizens Want Delay.

It was 7:15 o'clock when President Tracy called the Common Council to order last evening, and all the members were there except Aldermen Swikehard and Williams.

Alderman Fee presented a communication from the Rochester City & Brighton Street Railway Company, which followed in full:

To the Honorable, the Common Council:

GENTLEMEN: It is very important that the application of this company for the approval of the proposed extension of its tracks on the Ridge road and the proposed alteration of the street car lines of this city should be finally acted upon at the earliest possible day. If the company is to do anything with reference to the proposed change during the coming spring and summer. In view of the quantity of orders which are constantly being given by street railroad companies and other cities to the manufacturers of electric motors and appliances and to manufacturers of electric railway supplies, it is impossible to obtain the necessary material for electric railroad operation in this locality during the ensuing year, unless the orders of this company can be given in the near future. The committee, I believe, from the report of your special committee on electric railroads was presented, took the opportunity of consulting to some of the members of your board that it is not the intention of the company to "give away." Mr. Buell then reviewed the proceedings in the matter before the Common Council, which will be found in another column. Mr. Buell then said that the interest taken in the matter by the executive committee did not come from any opposition to rapid transit; it was simply the result of a desire to conserve the interests of all the taxpayers. A resolution was then adopted approving the action of the executive committee in asking a postponement of the subject by the Common Council and in seeking the services of Sidney B. Robjohn in the matter.

Sidney B. Robjohn then gave a lengthy report of the doings of the National Board of Trade at its recent convention in Washington, in which he represented the Chamber of Commerce. Mr. Robjohn's report was referred to the committee on legislation, and the meeting came to an end.

Fifteenth Ward Politics.

AT the request not only of a committee of the Common Council but also by that of the Rochester City and Brighton Railroad Company, the consideration of the resolutions concerning the proposed change from the horse-car to the electric motor system, was last evening postponed to the next meeting of the Common Council. Meanwhile, it is to be hoped that both the aldermen and the public will carefully consider the communication of the company, addressed to the Common Council, and elsewhere published. If the position taken by the company under the unfortunate legal advice, is tenable, it is apparent that the only question for the Common Council to consider is the simple one as to whether the city will approve the change from the old system to the new, under such regulations, restrictions and safeguards as the contract may provide for. The term for which the franchise should run, as well as the price to be paid for it, would seem, in law, to be eliminated from the discussion. We shall recur to the subject, and the necessity for prompt action in the premises renders it proper that upon it all possible light should be thrown. The city certainly should not act in the dark, but it should see these obstacles in the way of what is conceded on all hands to be a most beneficent improvement.

ANNUAL ADDRESS.

PRESIDENT ROSS' VIEWS ON LOCAL TOPICS.

Broad Field of Action Outlined for the Chamber of Commerce — Country Roads Considered — That Street Railway Contract.

Hardly the usual number of members of the chamber of commerce were present at the monthly meeting last evening when President Ross called the session to order twenty minutes after the usual time.

After Secretary McClintock had read the minutes of the previous meeting and they had been approved, President Ross delivered an address, in the course of which he outlined the work of the chamber for the present year. The address follows in full:

In accordance with the somewhat uncommon custom established by my predecessors, I propose very briefly to call your attention to some of the leading lines of work which will occupy our attention the coming year. And in entering upon the third year of our existence I wish to congratulate our members upon the excellent results that have been achieved from our uniting together to promote the general welfare of our city. We have, to-day, a recognized position, and are in excellent shape to do good work for the future. By our work during the past two years we have shown that our organization is formed on a broad and comprehensive basis, and is run in the interest of no man or class of men, but for the best interests of the whole city. Our doors have been thrown wide open, and there is not a question relating to the general and special interests of Rochester that has not been discussed and carefully deliberated upon in our rooms. I could almost say that had we done nothing but keep open our rooms as a place of general committee meeting we should have accomplished a result worthy of an organization. We, who have been in it from the beginning, are glad to see the utility and importance of our Chamber of Commerce recognized, and we are glad to extend its benefits and its hospitality to even a greater extent than heretofore.

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laws, both state and national, [illegible] subject of transportation, and [illegible] adequate appropriation for the [illegible] our river and bay harbors, and [illegible] watching the proceedings of the congress of American nations now [illegible] Washington, and aiding in every [illegible] way to open up an avenue for our future commerce of such vast importance to the American states, in having all these matters under their watchful care and supervision will fully occupy our committee on legislation for the coming year.

Our committee on postal facilities, telegraphy and insurance has an important work to look after, in aiding to secure thorough and rigid inspections and strict compliance with rules established by proper authorities in all cases, prior to any insurance being written. This is a matter of great importance, which, if carried into effect, will result in lowering the rates of insurance, and give a greater security against the occurrence of fires. The plan should be vigorously pushed.

We have placed ourselves on record as favoring penny postage, and our committee should take such steps from time to time as will help to bring about this reform. Complaints have been made that annoying delays in sending and receiving telegrams very often occur. Whether the fault is in the Rochester office, or in the system, I am unable to state. I think, however, this is a proper subject for our committee to investigate.

Our committee on rooms will see that our rooms every evening in the week, and endeavoring to encourage the social element in our organization is one well worthy of our thoughtful consideration. The use of our rooms is constantly increasing and should be encouraged to every reasonable way. We have an abundance of the best reading matter of the day, which is of comparatively little use to a large majority of our members, who are unable to spend time to visit the rooms during the day, and many of whom would gladly come in the evening if it was generally known the rooms were open. It has also been suggested that to each of our members be issued three or four admission tickets to be given to their most trusted employes, men who, at no distant day, will be in business for themselves, giving them the freedom of the rooms evenings. In addition to making this a social element, and thus making it a good strong commercial club, I am heartily in favor of all such measures as will bring our members into closer friendly relations with each other, and hope this matter may be speedily and favorably acted upon. In addition to making this a Chamber of Commerce, let us make it a good strong commercial club.

I have thus briefly outlined some of the leading lines of work that will come before us this year, and in considering the various questions that will arise, I trust and hope you will use that same good judgment, energy and ability in promoting the general welfare that characterizes the management of your personal business.

When Mr. Ross had concluded, a vote of thanks was tendered him for the address, which was ordered printed. Secretary McClintock next read a letter to President Ross from Hon. O. P. Williams, United States consul at Havre, France. The Consul thinks he sees an opening in France for many American and especially Rochester products, and he kindly points the way for the Chamber of Commerce to extend local commerce in this direction. "One month's sojourn in La Belle France," he writes, "has opened my eyes to many things public and private, which the manufacturers of the United States should see and profit by readily. And I trust production of the Williams goes on to enumerate barber chairs, easy chairs, carriages and hearses, ice delivery wagons and rubber goods as articles in this line. "It is my hope," he writes in closing, "to secure a place here wherein American products and inventions may be exhibited, in the hope of slowly but surely awakening in France a more active demand for such articles and products as America can always supply."

President Ross next announced the special subject for the evening, "Country Roads," and Arthur B. Buell then read a very able paper setting forth the great need of a more improved system of roads. He quoted authority for the statement that in Pennsylvania $2,000,000 are lost to the farmers by the poor condition of the roads; and that as much more is lost to the coal product. The roads of many foreign countries are by far better than those of the United States. In France about $7,000,000 were expended annually for the systematic improvement of country roads. In this country millions of money are lost [illegible]

[illegible] Mr. Buell [illegible] the subject [illegible] Mr. Ross [illegible] Mr. Buell [illegible] Mr. Ross [illegible] Mr. Buell [illegible] Mr. Ross [illegible] Mr. Buell

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subscriptions to the DEMOCRAT AND CHRONICLE *may be made through the Purchasing Department of the American Express Company at any place where that Company has an agency. Agents will give a money order receipt for subscriptions, and will forward the money order attached to an order to send the paper for any stated time, free of any charge, except the usual fee for issuing the order.*

CHAMBER OF COMMERCE BANQUET.

The third annual banquet of the Chamber of Commerce was a great success, clearly showing how firmly established in popular esteem is this association of our business men. As the DEMOCRAT AND CHRONICLE has before said, if the Chamber of Commerce had done nothing more than to unite the business men of Rochester by fraternal ties, and to afford them the opportunity of a comparison of views and to induce harmony of action in stimulating the prosperities of this beautiful city, it would not have been established in vain; but it is able to show a number of positive achievements in concentrating public opinion in favor of public improvements, and in maturing plans for the development of the resources of the city and of the region of which it is the center. It is not necessary to specify instances in this connection; they will readily occur to all who are familiar with the work of the Chamber, and with the intelligent manner in which its schemes have been outlined and presented. Its value as a conservative, as well as an energetic force in the community, cannot be lightly underrated. May its years be many and its influence and success constantly appreciate.

The annual banquet is the great occasion in the record of the Chamber of Commerce, as it is in that of many associations. We need not speculate upon the significance of the banquet, especially as it has had illustration in our American life. There is something in good cheer which brightens out and expands ideas. Many of the weightiest enterprises which have been consummated, in our eager national development, have been preceded by a good dinner, the entertainer finding his guests more amenable to his propositions when attended by a generous hospitality than they would be otherwise. Of course, we state this in its best interpretation, and not including the seductive agencies or wrong-doing. Properly utilized, the American dinner is a beneficient influence upon our social and business life.

This can certainly be said of the Chamber of Commerce banquet, which was thoroughly enjoyable both in its physical and intellectual aspects. The speaking was of a high order of excellence. The address of Mr. Wiman, as the chief guest of the evening, stands by itself as an elaborate effort, upon a theme with which the speaker is familiar. We cannot agree with his main thought, and we do not believe that a majority of those who heard it it did. Americans peer into the future and behold the promise of political union with Canada, but the majority of thinking business men do not regard with complacency the plan of a commercial union with Canadá, of which the will gain the principal advantages. It is their conviction that political union must precede commercial union. This is the logical order and the business method which they approve. Mr. Wiman was, however, listened to respectfully, and he may leave Rochester with the impression that, if he did not make converts, he met gentlemen.

The post-prandial speeches of our own citizens were all in good taste, and some of them sparkled with genuine wit and were informed with persuasive eloquence. The speeches of Judge Danforth, Dr. Landsberg and Mr. Lowe were fully equal to the reputation that these gentlemen enjoy as public speakers. They always speak well and fittingly, but they are professional men, trained in the use of sinewy English, and accustomed to have expression compared with ideas. We must confess, however, to much pleasure in reading the responses to the various toasts of the business men, some of whom in the ease and grace of their diction gave us real surprise. The remarks of Messrs. Fahy, Barry, Curtis, Buell, Browster and Ross may well make some of our professional orators tremble for their laurels. If the Chamber of Commerce is to inspire our business men to eloquent utterance, it has conferred still another benefit upon the city. It is needless to say that Mr. Cutler made a good toast-master. The whole affair reflects signal credit upon the Chamber of Commerce.

A Convention to be Called—Letter From Consul William— Various Matters Considered.

The [illegible] recently at Saturday evening there was a very attendance of members at the monthly meeting last evening. It was the first meeting which the new president, L. P. Ross has presided. Mr. Ross took occasion to express somewhat at length of the Chamber and its powers to serve the public. Mr. Ross said:

"In accordance with the somewhat onerous custom established by my predecessors, I propose very briefly to call your attention to some of the leading lines of work which will occupy our attention the coming year. And in entering upon the third year of our existence I wish to congratulate our members upon the excellent results that have been achieved from our uniting together to promote the general welfare of our city. We have, to-day, a recognized position, and we are in excellent shape to do good work for the future. By our work during the past two years we have shown that our organization is formed on a broad and comprehensive basis, and is run in the interest of no man or class of men, but for the best interests of the whole city. Our doors have been thrown wide open, and there is not a question relating to the general and special interests of Rochester that has not been discussed and carefully deliberated upon in our rooms. I could almost say that had we done nothing but keep open our rooms as a place of general committee meeting we should have accomplished a result worthy of an organization. We, who have been in it from the beginning, are glad to see the utility and importance of our Chamber of Commerce recognized, and we are glad to extend its benefits and its hospitality to even a greater extent than heretofore.

"It has been intimated in some quarters that we were striving to usurp some of the prerogatives of the various branches of our municipal government. I wish to say, we are in no sense the rivals of any portion of our city government. We recognize the fact that on all great questions of public improvements our position can only be an advisory one, and that we have no legislative or executive powers, and we deplore the fact that any attempt has been made to create a feeling of rivalry between our body and any portion of the municipal government. We seek only to aid and assist them in any and every way for the public good, and I think I express the sentiment of our entire body when I express the earnest wish that on any of the great questions affecting our public improvements, party politics may not be allowed to interfere in any shape whatever. But although we have neither legislative nor executive powers, it must not be thought we are weak. We have that power which is greater than any executive or any Legislature. We have the power of an enlightened public opinion, which, when organized and well directed, is irresistible. Our work for the coming year must, as you know, be done largely in the various committees, and there are many and important interests that will require close care and attention.

"In these days of rapid transit, for both freight and passengers, our committee on railways and transportation has in charge one of the most vital interests of our city. We cannot too carefully or too jealously guard and maintain all our rights, or be too persistent in asking for all privileges which will facilitate the rapid transmission and delivery of freight. Prompt and quick delivery means reorders and increased business, whereas slow and tardy delivery means loss of business and local trade only. These are vital points, and require constant care and watchfulness; but it behooves us also to extend a friendly and helping hand to any and all railway lines which may be induced to build their roads into our city. We recognize and emphasize the fact that railways are a most important and indispensible factor in our prosperity; we hope to see negotiations concluded before the end of the year which will insure the entrance of both the Lehigh Valley and the Pennsylvania roads into our city, and if the Erie shall extend its lines, taking in all the towns north of the Erie canal to Lockport, we will gladly welcome it as another avenue of ingress and egress for the commerce of Rochester. We extend our thanks to the Central-Hudson for changes and improvements made, the Erie and West Shore for increased passenger facilities, to the W. N. Y. & P., and B. R. & P. for courtesies shown, and we beg them all to remember that our interests are so interwoven that every facility and advantage granted us means increased business for them.

"Our committee on public improvements will be a busy one this year. The great question of increased water supply, so ably, so intelligently and so laboriously handled by our special committee, in conjunction with the committee of the Common Council, will be first and foremost, and requires most careful attention. Nothing adds more to the health and sanitary welfare of our city than plenty of pure water, and money economically expended to procure it is always well spent. Any one who has followed the discussion cannot fail to see that two things are imperatively demanded: First, an increased supply; and second, a system of metering which will oblige every one to pay for what they use. I hope we shall support unanimously our excellent special committee in the position they have taken in their report.

"The question of water storage will need careful attention, intelligent work, and I hope your vigorous support. Nothing we could secure for our city would add more to its commercial prosperity than to carry into successful operation this magnificent plan, which would give our city a greater water power than any city in the world possesses to-day. We cannot afford to let this project rest, but must push it to successful completion.

"Our system of parks in process of construction also needs our considerate and thoughtful care. Any system of improvement, which adds permanently to the beauty, and whose effect is to make our city a more desirable place of residence, is worthy of our support, if it be carried out in an intelligent and economical manner. While we may not all agree as to the most desirable plans for our system of public parks, I think we will all agree upon the desirability of having a system, and I hope can all use our influence to assist the gentlemen who have this in charge to give us at least one good park rather than a dozen indifferent ones.

"The question of having a new building for the Chamber of Commerce is in the hands of such an excellent committee that their report will undoubtedly be acted upon favorably by you. Such a building would have an effect to give stability and permanence to our institutions, and I trust with a favorable report from our committee we can all work earnestly and heartily together in carrying the idea into execution.

"The matter of improved public country roads is a subject that, while not strictly speaking, within our province, is well worthy of our attention and hearty co-operation in the effort to secure an intelli-

From the President of the Company Giving Various Reasons why the Question Should be Settled at Once—Citizens Want Delay.

It was 7:15 o'clock when President Tracy called the Common Council to order, and roll calling, and all the members were there except Aldermen Swikehard and Williams.

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To the Honorable, the Common Council:

GENTLEMEN: It is very important that the application of the company for the approval by your board of the proposed method of operation by electricity of the street car lines of the city should be finally acted upon at the earliest possible day, if the company is to do anything with the expenditure in the proposed change during the coming spring and summer. Now if the question of adopting the new system is constantly being given by street railroad companies of other cities, the manufacturers of electric motors and appliances and to manufacturers of steel rails. It will be impossible for us to get the necessary material for electric railroad operation in time to insure change of system this year, and the change of system cannot be given at a very early day. This company, when the report of your committee was presented, in the matter of electric railroads, took the opportunity of suggesting to your honorable members of your board that it lay upon the table and be published in the Democrat and Chronicle for its consideration in order that the people of Rochester might have an opportunity of learning the terms and conditions of the proposed contract. It was thought that provision was thus made that we should have an opportunity of examining the proposed contract, would be ready to discuss it with your honorable body at the provisions at such adjourned meeting. This company would welcome a change of the system of operation by electricity on railroads, which would insure rapid transit from every section of the city to every other section, and would greatly increase the value of our property. The expenditure of the large amount of money required to make the change, and the benefits which would flow from it, that the benefits would be certain to accrue to the people, and only probably to accrue to the company, are matters which may be and is ready to take this risk, but it believed that the City of Rochester should not take it in the meantime a meeting of the special committee, to be held at which the city will approve the change from the old system to the new, under such regulations, restrictions and safeguards as the contract may provide for. The term for which the franchise should run, as well as the price to be paid for it, would seem, in law, to be eliminated from the discussion. We shall recur to the subject, and the necessity for prompt action in the premises render it proper that upon it all possible light should be thrown. The city certainly should not be in the dark, but it should clear the obstacles in the way of what is conceded on all hands to be a most beneficent improvement.

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Hardly the usual number of members of the chamber of commerce were present at the monthly meeting last evening when President Ross called the session to order twenty minutes after the usual time.

After Secretary McClintock had read the minutes of the previous meeting and they had been approved, President Ross delivered an address, in the course of which he outlined the work of the chamber for the present year. The address follows in full:

In accordance with the somewhat onerous custom established by my predecessors, I propose very briefly to call your attention to some of the leading lines of work which will occupy our attention the coming year. And in entering upon the third year of our existence I wish to congratulate our members upon the excellent results that have been achieved from our uniting together to promote the general welfare of our city. We have, to-day, a recognized position, and we are in excellent shape to do good work for the future. By our work during the past two years we have shown that our organization is formed on a broad and comprehensive basis, and is run in the interest of no man or class of men, but for the best interests of the whole city. Our doors have been thrown wide open, and there is not a question relating to the general and special interests of Rochester that has not been discussed and carefully deliberated upon in our rooms. I could almost say that had we done nothing but keep open our rooms as a place of general committee meeting we should have accomplished a result worthy of an organization. We, who have been in it from the beginning, are glad to see the utility and importance of our Chamber of Commerce recognized, and we are glad to extend its benefits and its hospitality to even a greater extent than heretofore.

It has been intimated in some quarters that we were striving to usurp some of the prerogatives of the various branches of our municipal government. I wish to say, we are in no sense the rivals of any portion of our city government. We recognize the fact that on all great questions of public improvements our position can only be an advisory one, and that we have no legislative or executive powers, and we deplore the fact that any attempt has been made to create a feeling of rivalry between our body and any portion of the municipal government. We seek only to aid and assist them in any and every way for the public good, and I think I express the sentiment of our entire body when I express the earnest wish that on any of the great questions affecting our public improvements, party politics may not be allowed to interfere in any shape whatever. But although we have neither legislative nor executive powers, it must not be thought we are weak. We have that power which is greater than any executive or any Legislature. We have the power of an enlightened public opinion, which, when organized and well directed, is irresistible. Our work for the coming year must, as you know, be done largely in the various committees, and there are many and important interests that will require close care and attention.

In these days of rapid transit, for both freight and passengers, our committee on railways and transportation has in charge one of the most vital interests of our city. We cannot too carefully or too jealously guard and maintain all our rights, or be too persistent in asking for all privileges which will facilitate the rapid transmission and delivery of freight. Prompt and quick delivery means reorders and increased business, whereas slow and tardy delivery means loss of business and local trade only. These are vital points, and require constant care and watchfulness; but it behooves us also to extend a friendly and helping hand to any and all railway lines which may be induced to build their roads into our city. We recognize and emphasize the fact that railways are a most important and indispensable factor in our prosperity; we hope to see negotiations concluded before the end of the year which will insure the entrance of both the Lehigh Valley and the Pennsylvania roads into our city, and if the Erie shall extend its lines, taking in all the towns north of the Erie canal to Lockport, we will gladly welcome it as another avenue of ingress and egress for the commerce of Rochester. We extend our thanks to the Central-Hudson for changes and improvements made, the Erie and West Shore for increased passenger facilities, to the W. N. Y. & P., and B. R. & P. for courtesies shown, and we beg them all to remember that our interests are so interwoven that every facility and advantage granted us means increased business for them.

Our committee on public improvements will be a busy one this year. The great question of increased water supply, so ably, so intelligently and so laboriously handled by our special committee, in conjunction with the committee of the common council, will be first and foremost, and requires most careful attention. Nothing adds more to the health and sanitary welfare of our city than plenty of pure water, and money economically expended to procure it is always well spent. Any one who has followed the discussion cannot fail to see that two things are imperatively demanded: First, an increased supply; and second, a system of metering which will oblige every one to pay for what they use. I hope we shall support unanimously our excellent special committee in the position they have taken in their report.

The question of water storage will need careful attention, intelligent work, and I hope your vigorous support. Nothing we could secure for our city would add more to its commercial prosperity than to carry into successful operation this magnificent plan, which would give our city a greater water power than any city in the world possesses to-day. We cannot afford to let this project rest, but must push it to successful completion.

Our system of parks in process of construction also needs our considerate and thoughtful care. Any system of improvement, which adds permanently to the beauty, and whose effect is to make our city a more desirable place of residence, is worthy of our support, if it be carried out in an intelligent and economical manner. While we may not all agree as to the most desirable plans for our system of public parks, I think we will all agree upon the desirability of having a system, and I hope can all use our influence to assist the gentlemen who have this in charge to give us at least one good park rather than a dozen indifferent ones.

The question of having a new building for the Chamber of Commerce is in the hands of such an excellent committee that their report will undoubtedly be acted upon favorably by you. Such a building would have an effect to give stability and permanence to our institutions, and I trust with a favorable report from our committee we can all work earnestly and heartily together in carrying the idea into execution.

The matter of improved public country roads is a subject that, while not strictly speaking, within our province, is well worthy of our attention and hearty co-operation in the effort to secure an intelli-

Our committee on postal facilities, telegraphy and insurance has an important work to do, and we hope for their hearty co-operation in securing the legislation necessary to carry out our water work extension, and in securing the legislation necessary to forward our water storage plan, in keeping closely in view the changes in our city charter, affecting business interests, which are almost sure to be made or attempted to be made at this session of the State Legislature, and in having all these matters under their watchful care and supervision will fully occupy our committee on legislation this coming year.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Washington Post.
FEBRUARY 6, 1890.

LET OUR FLAG BE SEEN

A Demand for the Revival of the American Merchant Marine.

SHIPPING LEAGUE IS IN SESSION

The Convention is Unanimous in Wanting a Good Fleet of Commerce Carriers to Represent This Country on the Sea—Several Timely Addresses Made.

The fourth annual convention of the American Industrial and Shipping League was opened at Williard Hall yesterday at 3 p. m. by the president, Gen. Joseph Wheeler, of Alabama. Resolutions expressing the deep sorrow the convention felt for the losses Seretaries Blaine and Tracy had suffered were unanimously approved.

Committees on credentials, resolutions, and election were appointed, and will report at to-day's session.

Mr. Horatio King welcomed the convention in the name of the city of Washington.

Interesting and able addresses were delivered by Mr. Frederick Frailey, president Board of Trade of Philadelphia, and Mr. C. Forster Higgins, both arguing in favor of subsidies, and stating it to be the only means by which the American merchant marine could again resume its old degree of excellence.

Aaron Vanderbilt, of New York, chairman of the committee on credentials, reported that 575 delegates had been accredited to the convention, but that they were not all present as yet.

Charles S. Hill, the secretary, read a paper, written by Mrs. Marion A. McBride, on "The Interests of Women in American Shipping." She wanted the American merchant marine revived, as it opened another pathway to fame and wealth to young America. She advocated subsidies.

Thomas Dudley, of New Jersey, lamented the downfall of the American merchant marine. The United States in the last thirty years had far outstripped England in wealth and power, and yet the American merchant marine had disappeared from the seas, while England's fleet of commerce carriers had steadily grown in numbers and carrying capacity. He called attention to the fact that though the fast trans-Atlantic liners were largely owned by American stockholders they were liable to be called upon in case of war and converted into British cruisers, prepared to ravage our coasts. The United States has advanced wonderfully in its internal commerce, and attention should now be given to our external commerce.

Congressman Buchanah, of New Jersey, was called upon for a speech, but excused himself on the ground of a bad cold, pledging to the convention his support in the House.

Waldo Smith, of the New York Board of Trade, devoted himself to an argument in favor of the establishment of numerous and fast steamship lines between the United States and the East Indies. America, he said, was the natural channel for the East Indian trade. In the days of clipper ships, when American vessels were the pride of the ocean, we had this trade, but England had now wrested it from us by reason of the decadence of the American merchant marine. East Indian products should come to New York before going to London, and Chinese goods should not reach us from Montreal by means of a British line from Canton and the Canadian railway. Congress was appealed to to see that the United States secured its share of this trade.

J. C. Dare, of Chicago, and ex-Governor Fletcher, of St. Louis, said that though the West had little direct interest in the subject of the league's deliberations, the men of the prairies were broad enough to be ardently in favor of everything that would cause the American flag to again be seen on the ocean. They promised political aid in furtherance of the objects of the league.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., FEB. 10, 1890.

CHAMBER OF COMMERCE

THE THIRD ANNUAL BANQUET ENJOYED SATURDAY EVENING.

About Two Hundred Guests Present—Brilliant Addresses by Local and Foreign Speakers—Letters of Regret Received—Who Were There.

The third annual banquet of the Chamber of Commerce Saturday evening was an unqualified success. Rochester's representative business men, as well as professional men, were assembled there, and a sort of levee was held before the banquet, at which new acquaintances were made and old ones renewed. The guests from Buffalo must have taken away the idea that Rochester never lags behind, but is always in the lead, in any undertaking. There were about 200 gentlemen present and all were in evening dress.

At 7:15 p. m. the signal was given and the large assemblage filed into the dining hall and took their places. The three large rooms of the chamber were almost made into one by opening the immense folding doors and the tables were [illegible] conveniently arranged [illegible] in the west room formed [illegible] a rectangle with the opening toward the center room. In the center room they made a hollow square, the head of the table being at the center of the west table, and in the [illegible] room they were placed in a position [illegible] the south room.

In the center of the hollow square formed by the tables was a representation of the Chamber of Commerce building that is to be, complete in every detail. Thirteen stories in height, every window was plainly marked and every outline of the building made distinct. It was an imposing structure even in flowers. The colors used were yellow and red, and the effect was very striking. It was made under the direction of J. Alexander Hayden, who also had charge of the other decorations.

On the north side of the rooms was a bank of palms and ferns and the walls were covered with wreaths of smilax. The tables were adorned with pyramids of Catharine, Mermet, and Perle roses and many colored tulips. At each corner was a bunch of ferns and palms and in the center of the table at the toastmaster's place stood a jar of pink orchids. Dozens of wax candles mellowed the glare of the electric light and the whole effect was extremely picturesque and fascinating. The following elaborate menu was discussed to the supreme satisfaction of all:

Blue Points.
Amontillado
Celery Soup.
Lobster Farcie.
Haut-Sauterne
Chicken Breast, Truffle Sauce.
Fresh Tomatoes, Stuffed.
Pontet Canet
Roman Punch.
Philadelphia Squab.
Haricots Verts.
Salad.
Roederer
Biscuit Glace.
Cheese. Fruit.
Cafe.

J. G. Cutler, as toastmaster, was stationed at the head of the table. On his right were Hon. Erastus Wiman, Samuel H. Lowe, Rev. Dr. Max Landsberg and Henry Michaels; not far distant were George C. Buell, A. S. Hamilton and General Passenger Agent George H. Daniels of the New York Central. At the left of the toastmaster were President L. P. Ross, Hon. George F. Danforth and Mayor Parsons.

The following guests were present from out of town: Calvin H. Allen, New York; A. O. Bunnell, Dansville; H. L. Brown, Mt. Morris; Ira C. Chace, New York; George H. Daniels, New York; E. A. Fisher, Oil City, Pa.; Richard C. Garhart, New York; J. Hildreth, Rome; J. C. Hood, Corning; A. H. Ivans, Lockport; J. Winslow Jones, Baltimore, Md.; A. L. Sweet, Medina; John H. Smith, Buffalo; Hon. Erastus Wiman, New York; Edson J. Weeks, Buffalo; J. W. Watson, Olean; D. B. Washburn, Milwaukee.

Among others noticed were Hon. George F. Danforth, Hon. Frederick Cook, Mayor Parsons, James M. Aikenhead, Julius Armbruster and George W. Aldridge of the Executive Board; Aldermen Fee, Judson, McMillan, Selye and Williams, Hon. Charles E. Fitch, Postmaster Fleckenstein, Hon. Thomas Raines, Samuel H. Lowe, Rev. Dr. Max Landsberg, Rev. Dr. Nelson Millard, George D. Hale, Edward Harris, Arthur E. Sutherland, Frederick W. Warner. Other guests were:

Daniel M. Anthony,	William Aikenhead,
John F. Alden,	Charles S. Alden,
Ezra R. Andrews,	H. Franklin Atwood,
Egbert F. Ashley,	William J. Ashley,
Julius Armbruster,	Seth J. Arnold,
George W. Aldridge,	Charles E. Angle,
Levi Adler,	Nelson L. Button,
Thomas Bolton,	Gen. Henry Brinker,
John Brodie,	Henry C. Brewster,
Carroll E. Bowen,	Harry L. Brewster,
William H. Booker,	Isaac A. Baum,
Charles H. Babcock,	William C. Barry,
William Bartholomay,	William T. Bradley,
George C. Buell,	Edward J. Brayer,
Edward B. Burgess,	John C. Bertholf,
James M. Backus,	Morris Berg,
James S. Briggs,	Joseph B. Bloss,
W. Frank Carlton,	William W. Churchill,
John H. Chase,	Charles Conley,
James G. Cutler,	Eugene T. Curtis,
Herman C. Cohen,	G. N. Crosby,
William Carson,	Pierce J. Cogswell,
Charles T. Chapin,	George W. Crouch, Jr.,
Simeon G. Curtice,	Edward Corning,
Edgar N. Curtice,	Charles T. De Puy,
Thomas J. Devine,	Harvey F. Drake,
Rufus K. Dryer,	William P. Davis,
William C. Dickinson,	Charles M. Everest,
George W. Davis,	George Eastman,
Michael Doyle,	John H. Foley,
Harry K. Elston,	James Fee,
Henry M. Ellsworth,	Jay Fay,
John Fahy,	Michael Filon,
Charles P. Ford,	Thomas B. Griffith,
Col. H. S. Greenleaf,	Herbert B. Griffith,
William H. Goodger,	Thomas B. Husband,
J. Herbert Grant,	Henry B. Hathaway,
John W. Hannan,	Henry F. Huntington,
Arthur S. Hamilton,	Henry S. Howland, Jr.,
James A. Hinds,	Charles E. Hoyt,
Dr. Volney A. Hoard,	George W. Ham,
Haywood Hawks,	Thomas S. Johnston,
J. Lee Judson,	J. C. Kalbfleisch,
J. H. Kellogg,	William S. Kimball,
Henry Kohlmetz,	Max Lowenthal,
Henry Lomb,	Samuel E. Lincoln,
Samuel H. Lowe,	James P. Le Clare,
Alex. M. Lindsay,	Acelbert W. Mudge,
Henry Michaels,	Charles E. Morris,
John E. Morey, Jr.,	Byron D. Alpine,
George P. Merz,	Elbert B. Mann,
Joseph Mienees,	William M. Mallett,
Thomas McMillan,	George E. Mumford,
Edward G. Miner, Jr.,	Robert M. Myers,
J. Y. McClintock,	Percy R. McPhail,
Louis W. Moore,	Theobald Meyer,
Francis M. McFarlin,	Jirah B. Moseley,
Edward Frizer,	Ira L. Otis,
Robert S. Paviour,	Charles H. Palmer,
William Pitkin,	William R. Peters,
George H. Perkins,	John P. Palmer,
Sidney B. Roby,	Lewis P. Ross,
Edgar F. Reed,	Clinton Rogers,
Bernard Rothschild,	Ward V. Ranger,
Thomas J. Reynolds,	Henry Schwartz,
Allen B. Seeller,	W. R. Seador,
Wilson Soule,	James Sargent,
J. Harry Stedman,	Rufus A. Sibley,
Henry D. Stone,	Henry A. Strong,
Andrew V. Smith,	B. F. Smith,
Arthur B. Seldon,	Nathan Stein,
George H. Smith,	Frank A. Stecher,
Smith D. Stiles,	Arthur L. Sutherland,
Andrew J. Townson,	Philip S. Townsend,
Albrecht Vogt,	William S. Van Cott,
C. H. Woodworth,	William Williams,
Richard W. Webb,	Artemas H. Wheeler,
Frederick W. Warner,	James H. Wickes,
Edward C. Warren,	Charles P. Woodruff,
James M. Whitney,	George Wilson,
Arthur G. Yates,	Albert C. Walker,
George E. Zantzinger.	Dr. Albert Drinkwater.

The Post-Express.
ROCHESTER, TUESDAY, FEB. 11.

STREET CAR CONTRACT.

Aldermen Postpone Action—The Company's Statement.

At the special meeting of the common council last evening, the following communication from the street car company was presented by Alderman Fee:

To the Honorable, the Common Council:

GENTLEMEN: It is very important that the application of this company for the approval by your board of the proposed method of operation by electricity of the street car lines of this city should be finally acted upon at the earliest possible day, if the company is to do anything with reference to the proposed change during the coming spring and summer. In view of the quantity of orders which are constantly being given by street railroad companies of other cities to the manufacturers of electric motors and appliances and to manufacturers of steel rails, it will be impossible to obtain the necessary material for electric railroad operation in time to insure change of system this year, unless the orders of this company can be given at a very early day. This company, when the report of your special committee on electric railroads was presented, took the opportunity of suggesting to some of the members of your board that it lay upon the table and be published, and that an adjourned meeting be held for its consideration in order that the people of Rochester might have an opportunity to become fully apprised of all of the terms and conditions of the proposed contract. It was thought that people, having thus been given an opportunity of examining the proposed contract, would be ready to frankly and fairly discuss its provisions at such adjourned meeting. We believed that the people of Rochester would welcome a change of the system of operation in the street railroads which would insure rapid transit from every section of the city to every other section. We recognize the fact that the risk involved in the expenditure of the large amount of money required to make this change was with the company, and that the benefits would be certain to accrue to the people, and only possibly to the stockholders of the company. This company was and is ready to take this risk, but it believes that if the risk is to be taken and the change of system is to be made, it is due to the company that the local authorities should decide as to the matter with all reasonable promptness.

Within the last two or three days some suggestions have been made in one or more of the newspapers of this city to the effect that more time should be given to the people to consider the provisions of the proposed contract. This company does not desire that any undue haste should be taken and prefers that the most full and ample consideration and discussion of the proposed contract should be had. At the risk, therefore, of suffering materially by delay, this company suggests that the further consideration of the resolutions reported by the committee be postponed until the next regular meeting, and that in the meantime a meeting of the special committee be held, at which the views of all citizens who desire to appear may be presented.

In view of some statements that have appeared in the newspapers of this city as to the proposed contract, it seems proper that a few facts should be stated by this company.

First—This company is not asking for a new franchise. It has a franchise to maintain and operate a street railroad upon all of the streets of the city of Rochester on which a street railroad track now is. This company is simply asking the approval of the common council to the proposed system of operation by electricity under and in pursuance of Alderman Elliott's resolution, adopted on the 26th day of July, 1887. That resolution is as follows: "Resolved, That the Rochester City and Brighton railroad company is hereby authorized to make such alterations along the line of its railroad as may be necessary to adapt its said railroad to the use of the electric system. Said motive power to be subject to the approval of the common council after the company has selected the form it prefers." The "franchise" of the company is made up of a series of grants made by the local authorities of the city of Rochester, commencing in 1862 and ending some time during the past year with the grant of the right of extension of the East Main street line to the Glen Haven railroad depot. The company can continue to operate all of its lines with horse power. It has, by the resolution above quoted, the right to operate all of those lines with electric power, subject only to the approval by the common council of the form of operation which the company prefers. All of the grants made by the common council subsequent to May 6, 1884, except the grant of the right to extend the East Main street line, were sold to the highest bidder under the provisions of the Cantor act, and the company is lawfully bound, during its corporate existence, to pay as consideration for such sales the percentage, to be computed upon its entire gross receipts, bid at the respective sales. If this company were seeking a franchise giving it the right to construct, maintain and operate a railroad upon certain streets of the city, the question would properly be presented as to what amount of money the city should receive as consideration for such grant.

Second—It is not necessary that this company should obtain the approval of the common council or of any other municipal body of this city to its proposed change of system of operation. By chapter 531 of the laws of 1889, it is provided that any street surface railroad company may in any case operate any portion of its railroad by cable or electricity or by any power other than locomotive steam power, instead of by animal or horse power, which may be approved of by the state board of railroad commissioners and consented to by the owners of one half in value of the property bounded on that portion of the railroad as to which a change of motive power is proposed. Under this law this company is only required to obtain the consent of property owners, as above stated, and the consent of the board of railroad commissioners. This company, however, did not propose to make the change suggested except with the consent and approval of the local authorities of this city, and except with the consent and approval of the people of Rochester. If the people of this city do not desire that the change shall be effected and that thereby horse power be done away with as means of propulsion and rapid transit by electricity follow, the company can, in view of the great commercial risk that must accompany the introduction of electricity, very well afford to wait. The whole matter, therefore, rests with the people of Rochester.

Third—The company is entirely willing that the contract should provide for conductors upon the cars, as it intends, as fast as the change is made, to place conductors upon all cars operated by electricity. It has thought, however, that possibly there might be some short lines in operation, or some other lines extended, as to the operation of which conductors might be dispensed with. If the contract provides absolutely that conductors shall be placed upon all the cars, the result might be that extensions of the lines through partially settled sections of the city might come more slowly. Certainly the company would not think for a moment of operating electric cars upon any of the main lines without conductors.

Fourth—The present owners of all of the stock of the Rochester City and Brighton railroad company caused an examination to be made by lawyers eminent by reason of their knowledge of corporation law as to whether the limitations imposed in the ordinance adopted by the common council in 1862 of thirty years upon the franchise then granted, covering, as it did, only the few streets in which a railroad was then about to be constructed, operated to terminate the franchise in 1892 upon those streets granted to the company in 1862. One of the lawyers, who made a most careful and painstaking examination as to this question when the franchise of the streets referred [illegible] William F. Cogswell of this city. One question submitted to Mr. Cogswell by the people who purchased the stock of this company was whether as to the railroad of the company in the streets mentioned in the resolution of 1862 the present company's franchise extends beyond the 30 years, or whether it will expire in June, 1892. Mr. Cogswell, in his opinion, says: "After a very careful consideration of this subject and an examination and re-examination of the proceedings of the common council in reference to it and the acts of the legislature, I am very clearly of the opinion that the franchise of the present company as to the streets mentioned in the resolution of 1862 extends during the whole period of its corporate life." So far as known to this company no one of the lawyers who has examined this question differs with Mr. Cogswell. The fact that the present owners of such stock paid therefor $1,300,000 should be sufficient evidence that they believed that the franchise to operate a railroad upon those streets did not terminate in two years from the time of such purchase. If it be a fact that the franchise as to those streets expires in 1892, it is no less a fact that the company should not be asked or expected to expend one or two millions of dollars in a change of system upon those streets and thereby acquire for less than two years the right to use the expensive plant which it puts in. Whether the franchise expires in two years or not, one thing is certain, namely: this company will not construct an expensive plant in this city for the purpose of giving rapid transit unless this company can have the right to operate that plant during its corporate life. The leading business men who have stated their views as to this matter to the public in the newspapers would not, if they were called upon, put a dollar into rapid transit in Rochester upon any such condition. No business man, having a grain of sense, would do so. Instead, this company will be obliged to continue the operation of its cars by horse power.

Fifth—It is said that the contract should provide for the issuing of transfer tickets. This company proposes, as soon as it shall have conductors upon its cars, which will be as fast as the electric system is introduced, to establish and maintain some system of transfers of passengers. It is impossible at this time to formulate a plan of transfers which will be fair to the company and beneficial to the citizens. This company has not yet determined upon the plan of operation which will be introduced with the electric system. In a general way it may be stated that this company proposes to make all of its lines, as far as possible, passing the four corners through lines and to do away with turn-tables. It is also probable that some of the shorter lines will feed into the main lines of the company, with a view thereby of relieving East Main, West Main, State and Exchange streets of the great glut of cars which, during certain hours of the day, under the present system is inevitable. No man can yet tell what system of transfers can be or should be adopted, consideration being had to the wants of the citizens and the management of the roads. It seemed to the company that the provisions of section 13 of chapter 252 of the laws of 1884 govern and control this question of transfers irrespective and outside of the contract between the company and the city. Under that section this company will be required to establish some system of transfers whether it desires to or not.

The improvement which this company proposes to establish in this city is one which will, we believe, add very greatly to its growth and prosperity. This company is willing to do all that can reasonably be asked of it for the improvement of its railroad system. It is not willing to throw money away, but instead, by judicious but liberal expenditure and management, to benefit the city and citizen, and at the same time make the large investment which it has made a profitable one to its stockholders. The decision of the whole matter rests with your honorable body as the representative of the people. Respectfully submitted.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY,
By GEORGE W. ARCHER, vice-president.

Upon Alderman Kelly's motion action upon the report of the committee presented last week was postponed until the next regular meeting. Alderman Kohlmetz presented petitions from citizens and from the Chamber of Commerce asking a postponement of action, in view of the questions that have been raised. George C. Buell, James G. Cutler and H. B. Hathaway, forming a committee of the Chamber of Commerce, attended the meeting. They were accompanied by Hon. George F. Danforth, who has been retained as counsel by the business men.

The use of the City hall was granted to the Rochester trades assembly for February 22d. The resolution dividing the Sixteenth ward into six election districts, adopted at the last meeting, was reconsidered and laid on the table until the second meeting in March. It was found illegal to make the change in the election districts so near election time. The city treasurer was directed to issue the city's bonds for $175,000 for unpaid taxes. A communication from the Chamber of Commerce asking for $250 for special enumeration in the city, was referred to the finance committee.

ROCHESTER MORNING HERALD
FEBRUARY 11, 1890.

COMPANY'S SIDE.

STREET CAR PEOPLE MAKE A STATEMENT.

The Aldermen Again Postpone Action—Judge Danforth Present as Counsel for the Chamber of Commerce—Other Business.

Aldermen Williams and Swikehard were absent from last evening's special meeting of the common council, which was held to consider the street railway committee's report. All the other members of the board were present and listened to the reading of this communication from the street car company, sent up by Alderman Fee:

To the Honorable, the Common Council:

GENTLEMEN: It is very important that the application of this company for the approval by your board of the proposed method of operation by electricity of the street car lines of this city should be finally acted upon at the earliest possible day, if the company is to do anything with reference to the proposed change during the coming spring and summer. In view of the quantity of orders which are constantly being given by street railroad companies of other cities to the manufacturers of electric motors and appliances and to manufacturers of steel rails, it will be impossible to obtain the necessary material for electric railroad operation in time to insure change of system this year, unless the orders of this company can be given at a very early day. This company, when the report of your special committee on electric railroads was presented, took the opportunity of suggesting to some of the members of your board that it lay upon the table and be published, and that an adjourned meeting be held for its consideration in order that the people of Rochester might have an opportunity to become fully apprised of all of the terms and conditions of the proposed contract. It was thought that people, having thus been given an opportunity of examining the proposed contract, would be ready to frankly and fairly discuss its provisions at such adjourned meeting. We believed that the people of Rochester would welcome a change of the system of operation in the street railroads which would insure rapid transit from every section of the city to every other section. We recognize the fact that the risk involved in the expenditure of the large amount of money required to make this change was with the company, and that the benefits would be certain to accrue to the people, and only possibly to the stockholders of the company. This company was and is ready to take this risk, but it believes that if the risk is to be taken and the change of system is to be made, it is due to the company that the local authorities should decide as to the matter with all reasonable promptness.

Within the last two or three days some suggestions have been made in one or more of the newspapers of this city to the effect that more time should be given to the people to consider the provisions of the proposed contract. This company does not desire that any undue haste should be taken and prefers that the most full and ample consideration and discussion of the proposed contract should be had. At the risk, therefore, of suffering materially by delay, this company suggests that the further consideration of the resolutions reported by the committee be postponed until the next regular meeting, and that in the meantime a meeting of the special committee be held, at which the views of all citizens who desire to appear may be presented.

In view of some statements that have appeared in the newspapers of this city as to the proposed contract, it seems proper that a few facts should be stated by this company.

First—This company is not asking for a new franchise. It has a franchise to maintain and operate a street railroad upon all of the streets of the city of Rochester on which a street railroad track now is. This company is simply asking the approval of the common council to the proposed system of operation by electricity under and in pursuance of Alderman Elliott's resolution, adopted on the 26th day of July, 1887. That resolution is as follows: "Resolved, That the Rochester City and Brighton railroad company is hereby authorized to make such alterations along the line of its railroad as may be necessary to adapt its said railroad to the use of the electric system. Said motive power to be subject to the approval of the common council after the company has selected the form it prefers." The "franchise" of the company is made up of a series of grants made by the local authorities of the city of Rochester, commencing in 1862 and ending some time during the past year with the grant of the right of extension of the East Main street line to the Glen Haven railroad depot. The company can continue to operate all of its lines with horse power. It has, by the resolution above quoted, the right to operate all of those lines with electric power, subject only to the approval by the common council of the form of operation which the company prefers. All of the grants made by the common council subsequent to May 6, 1881, except the grant of the right to extend the East Main street line, were sold to the highest bidder under the provisions of the Cantor act, and the company is lawfully bound, during its corporate existence, to pay as consideration for such sales the percentage, to be computed upon its entire gross receipts, bid at the respective sales. If this company were seeking a franchise giving it the right to construct, maintain and operate a railroad upon certain streets of the city, the question would properly be presented as to what amount of money the city should receive as consideration for such grant.

Second—It is not necessary that this company should obtain the approval of the common council or of any other municipal body of this city to its proposed change of system of operation. By chapter 531 of the laws of 1889, it is provided that any street surface railroad company may in any case operate any portion of its railroad by cable or electricity or by any power other than locomotive steam power, instead of by animal or horse power, which may be approved of by the state board of railroad commissioners and consented to by the owners of one half in value of the property bounded on that portion of the railroad as to which a change of motive power is proposed. Under this law this company is only required to obtain the consent of property owners, as above stated, and the consent of the board of railroad commissioners. This company, however, did not propose to make the change suggested except with the consent and approval of the local authorities of this city, and except with the consent and approval of the people of Rochester. If the people of this city do not desire that the change shall be effected and that thereby horse power be done away with as means of propulsion and rapid transit by electricity follow, the company can, in view of the great commercial risk that must accompany the introduction of electricity, very well afford to wait. The whole matter, therefore, rests with the people of Rochester.

Third—The company is entirely willing that the contract should provide for conductors upon the cars, as it intends, as fast as the change is made, to place conductors upon all cars operated by electricity. It has thought, however, that possibly there might be some short lines in operation, or some other lines extended, as to the operation of which conductors might be dispensed with. If the contract provides absolutely that conductors shall be placed upon all the cars, the result might be that extensions of the lines through partially settled sections of the city might come more slowly. Certainly the company would not think for a moment of operating electric cars upon any of the main lines without conductors.

Fourth—The present owners of all of the stock of the Rochester City and Brighton railroad company caused an examination to be made by lawyers eminent by reason of their knowledge of corporation law as to whether the limitations imposed in the ordinance adopted by the common council in 1862 of thirty years upon the franchise then granted, covering, as it did, only the few streets in which a railroad was then about to be constructed, operated to terminate the franchise in 1892 upon those streets granted to the company in 1862. One of the lawyers, who made a most careful and painstaking examination as to this question when the franchise of the streets referred to expires, was William F. Cogswell of this city. One question submitted to Mr. Cogswell by the people who purchased the stock of this company was whether as to the railroad of the company in the streets mentioned in the resolution of 1862 the present company's franchise extends beyond the 30 years, or whether it will expire in June, 1892. Mr. Cogswell, in his opinion, says: "After a very careful consideration of this subject and an examination and re-examination of the proceedings of the common council in reference to it and the acts of the legislature, I am very clearly of the opinion that the franchise of the present company as to the streets mentioned in the resolution of 1862 extends during the whole period of its corporate life." So far as known to this company no one of the lawyers who has examined this question differs with Mr. Cogswell. The fact that the present owners of such stock paid therefor $1,300,000 should be sufficient evidence that they believed that the franchise to operate a railroad upon those streets did not terminate in two years from the time of such purchase. If it be a fact that the franchise as to those streets expires in 1892, it is no less a fact that the company should not be asked or expected to expend one or two millions of dollars in a change of system upon those streets and thereby acquire for less than two years the right to use the expensive plant which it puts in. Whether the franchise expires in two years or not, one thing is certain, namely: this company will not construct an expensive plant in this city for the purpose of giving rapid transit unless this company can have the right to operate that plant during its corporate life. The leading business men who have stated their views as to this matter to the public in the newspapers would not, if they were called upon, put a dollar into rapid transit in Rochester upon any such condition. No business man, having a grain of sense, would do so. Instead, this company will be obliged to continue the operation of its cars by horse power.

Fifth—It is said that the contract should provide for the issuing of transfer tickets. This company proposes, as soon as it shall have conductors upon its cars, which will be as fast as the electric system is introduced, to establish and maintain some system of transfers of passengers. It is impossible at this time to formulate a plan of transfers which will be fair to the company and beneficial to the citizens. This company has not yet determined upon the plan of operation which will be introduced with the electric system. In a general way it may be stated that this company proposes to make all of its lines, as far as possible, passing the four corners through lines and to do away with turn-tables. It is also probable that some of the shorter lines will feed into the main lines of the company, with a view thereby of relieving East Main, West Main, State and Exchange streets of the great glut of cars which, during certain hours of the day, under the present system is inevitable. No man can yet tell what system of transfers can be or should be adopted, consideration being had to the wants of the citizens and the management of the roads. It seemed to the company that the provisions of section 13 of chapter 252 of the laws of 1884 govern and control this question of transfers irrespective and outside of the contract between the company and the city. Under that section this company will be required to establish some system of transfers whether it desires to or not.

The improvement which this company proposes to establish in this city is one which will, we believe, add very greatly to its growth and prosperity. This company is willing to do all that can reasonably be asked of it for the improvement of its railroad system. It is not willing to throw money away, but instead, by judicious but liberal expenditure and management, to benefit the city and citizen, and at the same time make the large investment which it has made a profitable one to its stockholders. The decision of the whole matter rests with your honorable body as the representative of the people. Respectfully submitted.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY,
By GEORGE W. ARCHER, vice-president.

On Alderman Kelly's motion, action on the report previously presented was postponed until the next regular meeting, which will be held on the evening of February 18th, the day of the special election. Alderman Kohlmetz presented two petitions—one from the chamber of commerce and the other from other citizens—asking for a postponement of action on the committee's report, in view of questions regarding the length of the term of the franchise and the payments of a percentage of the gross receipts into the city treasury. These petitions were numerously signed by leading taxpayers. A committee of the chamber of commerce, consisting of George C. Buell, James G. Cutler and H. B. Hathaway, was present at the meeting, in the interest of the taxpayers generally, small as well as large. These gentlemen were accompanied by Hon. George F. Danforth, who has been retained as counsel of the business men in this matter. The chamber of commerce committee desires, if possible, to secure to the city the payment of an annual sum by the company for the privileges granted by the corporation. As the aldermen took the desired action in postponing the matter, Judge Danforth did not speak on the subject last evening. He may, however, address the council at its next meeting. A meeting of Alderman Fee's special committee will probably be held on Thursday or Friday.

After the street car matter had been disposed of, some miscellaneous business was transacted. The use of the city hall was granted the Rochester trades assembly for Saturday, February 22d. The resolution dividing the Sixteenth ward into six election districts, adopted at the last previous meeting, was reconsidered, on Alderman Thayer's motion, and laid on the table until the second meeting in March. This was done because it was found illegal to make the change in so short a time previous to the charter election.

The city treasurer was directed to issue the city's notes for $175,000 for unpaid taxes.

A communication was presented from the chamber of commerce in relation to the census to be taken this year. It was said to be desirable to collect information about the city outside the mere enumeration, and for which the general government had made no appropriation. The chamber asks the aldermen to appropriate $250 for this purpose and offers to take charge of the work of collecting the desired statistics. The communication was referred to the finance committee and then adjournment was taken.

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Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., FEB. 8, 1890.

NATIONAL BOARD OF TRADE.

Objects Sought to be Accomplished as Expressed in the Annual Report.

Editor Union and Advertiser:

The objects sought to be accomplished by the Nat ional Board of Trade are tersely and comprehensively expressed in the annual report of the Executive Council, which was adopted as an expression of the opinion of the Board at the meeting in October last, in Louisville, Ky. It was as follows:

"The press of the twenty-first meeting of the National Board of Trade. That so many meetings have been held, that representative business men, coming from between twenty and thirty of the leading cities of the Union, have thus met year by year for so long a time, would be presumptive evidence that there must have been good and sufficient reason for the formation of this board in the first place, and that there must be equally good and sufficient reasons for its continued maintenance. As we are holding our first meeting in this enterprising city, it may not be amiss to refer briefly to what those reasons were at the outset, and what they now are.

"In a word, the National Board of Trade was intended to be in some measure or the country at large, what many of the local boards and Chambers have been and are for the communities for whose benefit they have been organized. These local bodies may be divided into two classes: trading organizations, like the Merchants' Exchange of St. Louis, the Board of Trade of Chicago, or the Produce Exchange of New York; and deliberate bodies, like the Board of Trade of Philadelphia, and the Chamber of Commerce of New York. In many of our cities there are organizations of both kinds, working side by side, each in its own sphere, doing each its appropriate work, and having, to some extent, the same individuals or business firms in common as members. Many of the trading bodies are also, either directly or through the governing board, deliberative organizations, and exercise a very positive influence when they give corporate utterance to their opinions or recommendations. The National Board of Trade is a deliberative body, in which rather local organizations have come together by their representatives, duly chosen and authorized to consider and act upon questions in which they have, or are supposed to have, a common interest, and to give suitable and united expression in reference to the same. No one comes to these meetings to promote personal or selfish interests. Every delegate here has a constituency behind him, to which he feels responsible, and to which he makes a report on his return home. When, therefore, this Board takes positive and definite action upon such special questions as come before it, it is not merely the action of fifty or sixty individuals, well qualified, be it by special knowledge and experience, to form and to express an intelligent and weighty opinion upon the subject, but it is also the action of a score or more of commercial bodies, together including many thousand business men,—merchants, manufacturers, forwarders, shippers, bankers.

"It need hardly be said that the carefully framed and reasonable action of such a Board is entitled to receive and must receive respectful attention at the hands of our legislative and executive bodies at the seat of government; and it should be added that there is abundant evidence that they do receive such attention from them. The movement of great legislative bodies is slow. There is much in the matter and of procedure in our national Congress which needs simplification and readjustment, and the amount of business that is crowded upon it is vast and multifarious. Under any circumstances, in order to get a hearing at Washington, there must be emphasis of expression, strong pressure and steady persistency; and all this, in order to accomplish the desired result, must come, not from any particular city or locality but must be brought by self-constituted, irregular go-between—but from so many cities, from such different localities, and from such independent interests, that it cannot fail of receiving merited consideration. Those familiar with the history of this board know very well that its action has brought forth fruit repeatedly in wise legislation, and they believe that further much needed legislation will yet come in response to what has been said and done here.

"To ensure the continued and increased influence of this board at Washington, it is only necessary that its action upon the broad national questions upon which it passes shall be, as it almost invariably has been, sound in its unanimous, and further, that its membership shall be so enlarged as to make it still more thoroughly representative. How this latter point shall be secured, an energetic committee has been considering during the past year and will make a report at the present meeting. The structure and the objects of the board are such that it is now likely to become what is called a popular institution. Only a few, comparatively, and those for a time, perhaps much attention towards an organization which will seek only the promotion of the general good in its discussions and in its efforts, and which has nothing to offer to those who are seeking their own immediate advantage, or the interests of their special trade, or the increased prosperity of their particular city. But except public spirited men have been found in few or all the bodies, influential commercial bodies in the country, for more than twenty years, to give to this National Board of Trade a vigorous and generous support; and delegates in goodly number have not been wanting to give thought and labor in behalf of the objects indicated in this report, as the notification for these meetings has gone forth year by year. Our greatest hope for the future will be, as it has been in the past, to the public spirit and the patriotism of the many thousands of intelligent and shrewd and enterprising business men who are in the membership of the Boards of Trade, Merchants' Exchanges and Chambers of Commerce of the United States."

The purpose of the National Board of Trade, it will be seen by the foregoing communication, is to endeavor to influence national legislation in behalf of the adoption of wise, beneficent and impartial laws, and the improvement of procedure, as explained to me in a recent private conference with the venerable Frederick Fraley, president of the organization from the time it came into existence, over twenty years ago, is as follows: We will suppose that a member of this organization, or of one similar in character, to ours, or of any other city, has conceived some idea that he thinks would be beneficial to the people; he is invited to put the thought into form and in a proper way introduce it to the notice of the association of which he is a member. It is acted on, and we will say is adopted. The delegate chosen by the Association to represent it in the National Board is instructed to carry it there and in due time it is acted on. If adopted, then the various organizations, now about eight hundred in number, (though only about two hundred have as yet been represented in the National Board) are asked to take the action taken by the local and National Board, and urged to take similar action. It will thus be seen that though the process is somewhat slow, yet when the end is reached a large consensus of public opinion is obtained. The next step is to go to Congress, and steps will there be taken in legitimate and honorable ways only, to press the matter upon the attention of Senators and Congressmen.

It is customary for each local organization to appoint a committee, consisting of

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., FEB. 12, 1890.

THE STREET R. R. FRANCHISE

IMPORTANT OPINION SUBMITTED BY JUDGE DANFORTH.

Discussion of the Question as to Whether the Franchise of the Rochester City and Brighton Railroad Company Extends to 1907 or Not.

In reply to the request of the executive committee of the Chamber of Commerce, Hon. George F. Danforth has submitted an opinion on the present status and rights of the Rochester City & Brighton Railroad Company. The request and opinion follow:

ROCHESTER, N. Y., February 12, 1890.

Hon. Geo. F. Danforth, Rochester N. Y.:

DEAR SIR—Anxious as we are to secure rapid transit and improved means of propulsion on the several city lines of the city, we are equally desirous that the interests of all taxpayers should be cared for in any future contract which is made between the city and the street Railway Company.

We, therefore, request that you will point out in the interest of taxpayers any inquiry which you have that there may be in the resolutions relating to the application of the Rochester & Brighton Railroad now under consideration by the Common Council, and suggest any provisions which, in your judgment, should be inserted to protect the interests of the city.

Trusting to receive a reply at your earliest convenience, we are Very Respectfully,

The Executive Committee, Rochester Chamber of Commerce, by LEWIS P. ROSS, President.

To the Executive Committee of the Rochester Chamber of Commerce:

GENTLEMEN—It seems to be assumed by the city authorities and by the Rochester & Brighton Railway Company that the only question to be raised in the resolution to which you refer is the change from the later of mules to electricity as a motive power. This appears from the answer made by the chairman of the former body at its meeting February 10th, and by the representatives of the railroad company then immediately presented. If that were all, the inquiry would be, you make would be of no importance, for you and I agree that cities favor rapid transit, which is this case is only another name for cheap fares.

How that may be is not a matter of present concern but the prominence given to this assertion makes it worthy of notice, and, however it may be, the grant is stated to be of something more than the franchise or privilege now enjoyed by the railroad company.

It is therefore assumed by the resolution that no act of forfeiture has been committed by the company, and the corporate statement might well be rulled upon to maintain that the company had certain privileges or franchises under a preceding ordinance or by law unimpaired by act or omission on its part.

How that may be is not a matter of present concern but the prominence given to this assertion makes it worthy of notice, and, however it may be, the grant is stated to be of something more than the franchise or privilege now enjoyed by the railroad company.

It is therefore assumed by the resolution that no act of forfeiture has been committed by the company, and the corporate statement might well be rulled upon to maintain that the company had certain privileges or franchises under a preceding ordinance or by law unimpaired by act or omission on its part.

Second—It is there asserted that it is not necessary that the company should obtain the approval of the Common Council or of any other municipal body of this city to the proposed change in its system of operation.

Third—That the franchise of the company over the streets mentioned in the resolution of the Common Council and of any other municipal body of this city to the proposed change in its system of operation.

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One hundred and sixteen

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[illegible] to which I answer in the affirmative. The second seems to be the same question in another form and is, whether the company is bound by the 30 years clause in the resolution of 1862, as to new roads built by it since 1862, there being no restriction in the grant. Of course the answer to that is in the negative. But the third and more important question is, whether as to the road in the streets mentioned in the resolution of 1862, the present company's franchise extends beyond the 30 years, or whether it will expire in June, 1892. After a very careful consideration of this subject and an examination and re-examination of the proceedings of the common council in reference to it, and the acts of the legislature, I am very clearly of the opinion that the franchise of the present company, as to the streets mentioned in the resolution of 1862, extends during the whole period of its corporate life. The power of the common council to grant the franchise is a delegated one and rests primarily with the legislature. After the incorporation of the present company, the legislature granted to it by the first section of the act of 1869 already referred to, the franchise or power to operate its railroad in all of the streets of the city in which it then had a track laid and in such other streets as it should elect to use for that purpose, with the permission of the common council. Upon this section alone there can be no question but what the franchise was co-extensive with the life of the company and that it not only had the right to operate its railroad in such streets, but that it would be bound and required to continue its operations of its road, except where, with the consent of the common council, it might thereafter abandon the use of the same, as provided in the second section of the act. So its obligation to keep and maintain the surface of the streets in repair, as provided by the fifth section of the act, is co-extensive with its right of occupation and co-extensive with its corporate life. And it seems to me equally clear that this is not restricted or cut down by the sixth section, that the act shall not be construed as impairing the force or effect of the resolution of June 24, 1862, except as is in the act specifically provided. That section is apparently inserted for the purpose of securing the provisions in reference to the mode of operating the road and the regulations in regard thereto, except as specifically provided in the act. If the grant of the franchise by the resolution is in conflict with the grant of the franchise by the act of the legislature, then, by the very terms of section six, its force and effect is impaired and the act, being the work of the higher authority, must prevail over the resolution. Again, the sixth section does not relate to the termination of the resolution, but to its force or effect while in existence. It was undoubtedly intended to preserve the provisions in reference to the operation of the road, which had been carefully agreed upon between the city and the road and not to make provision for the determination of the franchise. The construction which I place upon this statute, taking it altogether, is this: That the company, the corporate life of which is fixed at 99 years, is authorized and empowered to maintain and operate its road during its corporate life, subject to the regulations of the resolution made in 1862 in relation to such maintenance and operation.

Thus much on the face of the act alone. This view, I think, is greatly strengthened by the action of the common council since the organization of the present company. The original road as provided for in the resolution of 1862, may be regarded as a nucleus or center from which the company, by permission of the common council, has extended its tracks in many directions, at large expense, and which it is now operating for its own advantage and for the great accommodation of the citizens of the city. These extensions, as already stated, have been by consents unlimited in time. It seems to me to be little less than preposterous to claim that this nucleus or heart of the system can be taken out of the system at the end of 30 years and to leave these branches, as it were, in the air. They would have no unity or connection, or serve any useful purpose except as they are connected with what I have described as the center or heart of the system. I can illustrate this by the supposition that at the end of 30 years the railroad company should assume that its franchise, in the streets mentioned in the resolution of 1862, had ceased and should cease to run its cars over the railroads in those streets, but should claim the right to run its cars over these extensions of which I have spoken. I cannot entertain a doubt that the courts would compel them very promptly, through mandamus, to operate its road upon all its tracks, as well as those included in the resolution of 1861 as those not so included. This is made even stronger when we consider the extensions since the act of 1886. The city insists, and perhaps rightfully, that in bidding for a franchise for an extended line the company shall estimate the percentage which it offers upon the gross receipts of its whole system, thus treating the whole system as a unit. It is not necessary to determine whether the claim of the common council is right. It is the effect of what it has done and is doing that we are to look to. The acquiescence of the company in those acts constitutes an implied contract quite as strong as it would be if fully expressed.

My conclusion, therefore, is that the franchise of the company is co-extensive with its corporate life.

WILLIAM F. COGSWELL.

Enlarging Its Plant.

The Eastman Company of this city is to erect two large manufacturing buildings in England. They will be located at Harrow, seven miles from London, and will be of brick. One will be a two-story structure 150x60 feet in dimensions and the other will be three stories in height and 108x49 in dimensions. The buildings with their equipments will cost fully $100,000.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., FEB. 14, 1890.

STREET RAILROAD MATTERS.

Open Meeting of the Common Council Committee this Afternoon.

An open meeting of the Common Council committee on street railroad matters was held this afternoon, to which all citizens had been invited to come and express their views on the street railroad's application for approval of its system of operating by electricity intead of horse power.

Aldermen Fee, Kelly, Bohrer, Williams and President Tracy, composing the committee, were present. About fifty citizens attended, including the following trustees of the Chamber of Commerce: President L. P. Ross, James G. Cutler, A. S. Hamilton, James Gorsline, Henry Michaels, Eugene T. Curtis, C. Everest, S. G. Curtice. Judge Danforth accompanied the trustees. Messrs. Luetchford and Beckley represented the street railroad. City Attorney Ernst and Superintendent Finegan of the fire alarm telegraph were also present.

At the opening of the session the chairman said that the remarks of those opposing the street railroad's application would first be heard. Judge Danforth then spoke, stating that he appeared on behalf of taxpayers wishing to conserve the interests of the city. He referred to the fact that the committee had already reported favorably and said he would have preferred to have made a final argument before the entire council or before a body [illegible]

[illegible] less, he said, [illegible] the committee will either make no report [illegible] a report which will guard the city's interests. Continuing, the judge commented on the fact that the city's treasury has hitherto received no money for the street railroad franchise, for twenty years the company not even paying [illegible] license fees which cartmen and hackmen have to pay. For the first time, he said, the city's representatives confront a rich and powerful corporation.

The company is a suppliant, he said, asking for a franchise, and they should now be made to pay for it. In the contract as drawn up, he said, an option is given the company, but in return the company does not agree to accept it. In return for the city's privileges, he said, the company only makes one promise, not to use bob-tail cars until November, 1892.

The trustees of the Chamber of Commerce met at 2:30 p. m. and discussed the street railway franchise pro and con. Judge Danforth was present as were President Ross, Messrs. Hamilton, Greenleaf, Michaels, Curtis, Peck, Barry, Cutler, Hough. No action was taken and those present adjourned to meet the Common Council Committee.

THE STREET RAILROAD FRANCHISE.

A very interesting and important contribution to the literature of the current street railroad discussion is the opinion of Judge Danforth, published in the UNION yesterday, as to the duration of the franchise owned by the Rochester and Brighton Street Railroad Company. The question is whether the franchise on which the company's exclusive right to do busines depends s co-existent with the corporate life of the company or whether it will expire in 1892. Inasmuch as the company's corporate life, which began in 1862, was fixed at 99 years, and has over 70 years to run, the importance of the question is obvious. If the franchise expires in 1892, the city can make the railroad company pay for its renewal, but if it is to remain in force as long as the company survives, the city has parted with an important source of revenue. The opinion which Judge Danforth has furnished to the Chamber of Commerce, at its request, makes it very clear that it is worth while to determine with certainty precisely what is the present status of the relations of the Company with the city; whether it have got already all that the city can give, or not.

Additional light on the subject is furnished in the UNION to-day in the shape of an opinion prepared some time since by Wm. F. Cogswell, Esq. Mr. Cogswell inclines to the view that the Company's franchise and its corporate existence are conterminous.

ROCHESTER MORNING HERALD
FEBRUARY 15, 1890.

THE SYRACUSE WATER BILL.

The new Syracuse water bill introduced in the legislature by Senator Hendricks is in the form of an amendment to last year's bill. It provides for obtaining water from Skaneatles lake, but restricts the dimensions of the pipe to thirty inches and prescribes that Syracuse shall, at its own expense and risk, raise the outlet dam so as to provide for storing all the water furnished by the water shed of the lake. It further provides that the dam and all structures connected therewith, together with the regulation at all times of the flow of water therefrom shall remain under the exclusive control of the superintendent of public works.

These are pretty severe conditions. No city in the state should be subjected to such terms, canal or no canal. The right of a great community to an abundant supply of pure water is prior and vastly paramount to any rights or interests vested in the Erie or any other canal. It involves the right to one of nature's prime necessities—the right to live—while the state might comfortably get along without any canals at all, nobody being the worse for it excepting the elevator banditti at the termini and possibly a few other interests.

Mr. Olmstead's Visit.

Frederick Law Olmstead visited the reservoir and south parks in company with Superintendent Laney yesterday. He inspected both parks and gave directions regarding the planting of trees and other details. He also made a critical examination of the land on the west side of the river which is to form part of the south park. Mr. Olmstead will turn his attention to the north park after the topographical survey has been completed. He left for Buffalo last evening having completed his work here.

STREET RAILWAY.

PROPOSED NEW CONTRACT DISCUSSED.

Judge Danforth Tells Why the City Should Reject It and J. N. Beckley Tells Why It Shouldn't—Citizens' Meeting.

The common council committee on street railways met in the council chamber yesterday afternoon for the purpose of listening to arguments by citizens in relation to the contract between the city and the new street railway company which is at present before the council for its action. Aldermen Fee, Tracy, Bohrer, Kelly and Williams and Superintendent Finegan of the fire alarm telegraph compose the committee, and all of them were present at the meeting.

Treasurer Luetchford and John N. Beckley were in attendance as the guardians of the street car company's interests and Judge Danforth appeared as the representative of the chamber of commerce, which is unqualifiedly opposed to the granting of the privileges asked by the company unless suitable financial compensation is made to the city. Robert P. Ryan, a well known labor leader, represented the labor organizations. About fifty prominent citizens were also present, but they appeared merely as spectators and took no active part in the debate. Among the number were Captain Henry Lomb, President Ross of the chamber of commerce, J. G. Cutler, E. T. Curtis, A. S. Hamilton, D. M. Hough, C. M. Everest, Henry Michaels, W. H. Gorsline and S. B. Roby.

It was just three o'clock when Chairman Fee called the assemblage to order and stated that the object of the meeting was so well known that he deemed it unnecessary to make any explanatory speech, and called at once upon the citizens to express their views on the subject. He had scarcely resumed his seat when Judge Danforth arose and began his address in opposition to the making of the contract as at present drawn up. Judge Danforth's speech was an extended one, touching all the points in which he thought the city was being worsted in the contract. When he sat down at the expiration of three quarters of an hour he explained that he could talk much longer upon the subject, but thought that he had gone enough into detail to show that the contract as at present drawn up was unjust and unfair to the city and the people. In the course of his address Judge Danforth said:

"I represent an organization to-day who have assumed upon themselves as taxpayers to look after any matter in which the citizens of Rochester are concerned. We are here now in the hope of presenting such considerations as may induce your committee to make no report at all in this matter or one in justice to the city of Rochester.

"Since 1862 we have been favored with a street railway. That railway, however unfavorable its condition at first, has turned out an excellent investment to the stockholders. From 1862 down to the present day the company has enjoyed a valuable franchise without the payment of one dollar. And from 1862 to May, 1887, that company paid no money to the city for privileges. In 1862 the railway company was an experiment, but for years it has been past that stage. The company was to have paid a license fee of $5 for every car run over its tracks, but this fee has never been paid. I know not why it is that this company should be exempt from a license fee, exacted from the truckmen and hackmen of the city.

"Now, for the first time you representatives of the city confront this rich corporation. This company has enjoyed rare privileges and has grown rich off these without returning any money to the city in exchange. The company comes to you to ask a favor, which I take for granted they have never enjoyed, for if they had they would not be here. The company asks an option. If you grant their petition, you practically say that the company may use the single trolley electric system in addition to the rights, privileges and franchises now enjoyed. They need not use the trolley system, but you say they may if they wish. Again, you say they may, if they wish, use other systems in place of the trolley.

"This contract was surely drawn up by some represenative of the street car company. What does the company promise on its part? Merely that the city may string its signal wires on the company's poles. And the only obligation which the company assumes is to dispense entirely with 'bob-tail' cars after November 1, 1892. Are these suitable considerations for tearing up our streets and lining the roadways with poles? But why does the company wait until 1892? Why does it not begin at once? Because the privileges they enjoy now expire on November 1, 1892. The company promises only to put on [illegible] 'bob-tails' has expired [illegible] franchise has elapsed. That contract says nothing about transfer tickets. The law declares that a street railway company must furnish these tickets but has the Rochester City and Brighton company ever done so? This should not be left to their discretion, but should be provided for in the contract. But that concession of a right we ought already to possess would not be a suitable consideration for the valuable rights they ask.

"The company should make compensation for the privileges they seek. Should this company not be required to pay into the city treasury compensation for these privileges? In 1884 the legislature passed a law making it optional with the common council of any city to put up street car railway franchises at public auction. This privilege of the cities was not availed of and in 1886 the law was changed so as to make the sale of franchises compulsory. Two amendments were made to this law later, but in May, 1889, somebody—I do not know who it was, but I think there are those in this room who could place their fingers upon that body, whether it be an individual or corporate—caused the law to be again altered so that it should not apply to cities having a population of less than 90,000—not at the time of the sale—not in 1889, but at the time of the census of 1880. In 1880 Rochester had a population of 89,383 and so the law was made inapplicable to Rochester. Yet at the time the law was passed Rochester had a population of over 100,000.

"The gentlemen whom I represent believe that you should not grant these privileges asked by the company unless the company pays for them. The company says it does not ask for the right to build a railway, as it is already built. No, but they ask for the right to operate the cars by a new power. This is as valuable a privilege as that of laying tracks. And should they not pay for this privilege? Should the city say quietly, 'You may have these privileges if you want them; you may introduce these innovations or not as you wish; and you may do so without payment; you may tear up our streets and disfigure them with poles and pay us nothing for so doing.'

"What we ask is that this company be required to pay for the privileges they seek; that the contract shall expressly stipulate that they will introduce electric power, will use double end cars and will adopt a transfer system. The company in its contract in three places refers to the term of existence of its franchise. This term expires in 1892, but they are endeavoring to obtain from the city a recognition of their assertion that the franchise does not expire at that time, but continues during the life of the corporation. One word more and I am done. The original grant made in 1862 was drawn up carefully. This contract states that if the company fails in its part of the agreement the contract becomes void. That contract bound the railway company to use no power but horses or mules. Can you not see now why in this new contract the company inserts the clause granting the right to use electric power?

"Gentlemen, we ask that we be allowed to share in the large profits of this company, that the city do not give valuable rights to the company and receive no financial returns."

John N. Beckley was upon his feet before the applause which greeted the close of Judge Danforth's address had died away. In answering his predecessor Mr. Beckley said that as the company had changed hands in November last he deemed it unjust to lay at the door of the new owners the blame for the act of the old company in failing to pay the license fee imposed by law. Mr. Beckley then referred to the price paid by the new company for the railway plant and said that the old company had received $1,200,000 for its property and the road had already cost the new company $2,200,000 up to date. This large price had been paid because of the valuable grants which the common council had given the company. Continuing Mr. Beckley said:

"It has been argued that because certain Rochester gentlemen went to Buffalo and offered 11¾ per cent. of the gross receipts of the road for a franchise in that city, the Rochester, City and Brighton company should pay the same amount. It should be remembered that in Buffalo no money had been paid for existing rights. Here we have paid already $2,200,000 and will have to pay $1,500,000 more to change the system of propulsion. The interest on $3,000,000 at 5 per cent. is $150,000. The greatest profits ever made by the railway company was $60,000. Therefore, the receipts must be greatly increased if we are to receive 5 per cent. on our investment. Could we wipe out the $1,200,000 paid for existing rights to the old company we would willingly pay the city 11¾ per cent. of the gross receipts, for that $1,200,000 practically represents the same thing to us."

Mr. Beckley then turned to the subject of the necessity of the company to go before the common council to obtain permission to change to the electric system, and said that by the law of 1889 the matter was taken out of the hands of the city council and given to the railroad commission. The company, as an act of courtesy, desired to gain the council's consent before going to the commission. Mr. Beckley then reverted to the matter of the corporate existence of the company and said that it was the opinion of able legal gentlemen in Philadelphia that the opinion of W. F. Cogswell that the rights and privileges of the company will last during the corporate existence of the company or until 1967, instead of only until 1892, is sound. This question must be settled without delay, he said, as of course the company could not place its bonds until a decision was reached. If action on the petition was delayed by the council, he concluded, the company would use horse power. If this were done the [illegible] [illegible] people were [illegible] the company for rapid transit and the company in return were petitioners before the city's representatives for the right to introduce rapid transit. For the people to demand rapid transit and then ask the company to pay them for the privilege of acceding to that demand, he thought unjust.

Judge Danforth again rose to his feet to reply to Mr. Beckley. Said he:

"Did we advise the new company to make its purchase? Do we go out as backing the new company's bonds? And they come to the council and say that unless they obtain these grants the bargain was a bad one. This is an admission that they paid for this property a large sum on account of its valuable rights and privileges. They paid for these rights and bought the plant when they must have known that the franchise would expire in 1892. They come to the council and ask for privileges on the plea that that is all that will clear them from a bad bargain. Does the city protect its merchants, mechanics or artizans from bad bargains? Of course not! Then why should it make good a bad bargain of this new street railway company? The common council has no right to grant the petition of the company. It is said that the railroad commission has the power to grant these privileges. I doubt the legality of the legislature taking from the local council the right to dispose of these privileges."

Then Mr. Beckley started to his feet again and, referring to the statement of Judge Danforth in his first address concerning the operation of the railway being an experiment in 1862, said that in 1862 the railway was not as great an experiment as the introduction of electricity as a power would be now. He added before he sat down that the company had no objection to the adoption of a contract calling for transfer tickets.

Robert P. Ryan was the next speaker. He made a fierce and earnest address. He stood before the committee, he said, as the representative of 36 labor organizations and in their behalf advocated the signing of the contract with the company. The latter, he said would give rapid transit, transfer tickets and double end cars with conductors and those improvements were what the working men wanted.

After the adjournment the committee had a brief conference with Mr. Beckley regarding the disputed question of the length of the existence of the franchise of the street car company. As the committee had no authority to employ legal counsel Alderman Fee suggested that the committee be allowed to retain three prominent lawyers to decide the matter, the street car company to pay the fees. Mr. Beckley assented to this proposition and the committee will take this step immediately.

At the close of Mr. Ryan's speech Chairman Fee asked if there were any other citizens desirous of speaking on the question. After waiting in vain for about ten seconds for some one to get up the alderman announced that the committee would again take charge of the matter and immediately adjourned the meeting.

SENATOR McNAUGHTON.

A Talk With Him at the Hospital—Outlet Sewer Bill.

A HERALD reporter called upon Senator Donald McNaughton at the City hospital yesterday afternoon and found him on the road to recovery. Although the senator is not yet able to venture much beyond the limits of his pleasant room, which overlooks a large portion of the city, he is constantly growing stronger and hopes soon to resume his legislative duties. He greeted his caller with his accustomed cordiality and chatted a few minutes on various topics.

The bill providing for raising $1,000,000 by bonding the city was introduced in the senate by Senator Vedder on Thursday at Senator McNaughton's request. This is the east side outlet sewer bill. Concerning it Senator McNaughton said:

"The bill is exactly similar to the one which passed the senate last year and was not acted upon by the lower house. That measure, I believe, included most of the amendments to the first bill desired by the East Side Taxpayers' association. I thought that it would be well to have the bill introduced in order that it might be printed. I shall have a number of extra copies printed so that all desiring them can be provided. There should be plenty of time for considering a bill of this importance. A measure which calls for the raising of a million dollars ought not to be rushed through hurriedly."

The senator was not aware of any other local bills now ready for presentation. He thought neither the amendments to the park commission act nor the bill for the bonding of Rochester for additional public school facilities had been completed. The former has been delayed on account of the illness of Assistant City Attorney Hone. The senator thinks that he will go to Albany before long. He intends to spare himself as much as possible, however, but will be able to consult with the legislative leaders and the heads of departments.

NOT ENDED YET.

A Veto by Mayor Parsons in George Belknap's Case.

Mayor Parsons has disapproved the action of the common council in voting money to George Belknap, for his services as lamp inspector, as will be seen by the following:

MAYOR'S OFFICE,
ROCHESTER, N. Y., February 11, 1890.

To the Common Council:

GENTLEMEN—I herewith return, without my approval, the resolution adopted at your last regular meeting, directing the clerk to draw an order on the city treasurer, payable from the lamp fund, to the order of George Belknap, for the sum of $313.33.

The decision of the general term referred to in your resolution was in an action brought by William F. Peck as a taxpayer of the city of Rochester, under chapter 531 of the laws of 1881, which act provides not only that the taxpayer may bring suit to restrain what he claims would be an illegal payment of money, but it also provides that in case the injury complained of consists in the fact that any board, officer or agent of any county, town, village or municipal corporation, by collusion or otherwise, contracting, auditing, allowing or paying, or conniving at the contract, audit, allowance or payment of any fraudulent, illegal, unjust or inequitable claims, that the court may direct judgment to go against the parties thus auditing or conniving at the audit of such illegal or unjust claim, for the amount thus abstracted from the treasury.

I respectfully suggest to the members of the common council, therefore, the wisdom of protecting themselves, even though the interests of the taxpayers do not attract their attention. The suit brought by Mr. Peck is not yet ended. It is true the general term has reversed Judge Angle, but the court of appeals may reverse the general term. In case the court of appeals shall ultimately hold that Mr. Belknap was legally appointed to the office of lamp inspector, I will, as cheerfully as any other citizen or official, indorse the action of the common council in paying him for his services, but in case the court of appeals should differ with the general term, and should affirm Judge Angle, then the payment of this $313.33 would be an illegal payment from the public treasury.

I am informed that it is the intention of Mr. Peck's attorneys to appeal this case to the court of appeals, as soon as notice is served upon them of the entry of the judgment of the general term. Such notice has not yet been served upon Mr. Peck's attorneys. It cannot be said, therefore, that the payment of this money has yet been settled by the courts.

As long as there is a question about the legality of such payment, I must withhold my approval of the resolution directing the drawing of an order therefor.

CORNELIUS R. PARSONS, mayor.

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ROCHESTER CHAMBER OF COMMERCE.

ROCHESTER SAVINGS BANK BUILDING.

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Second Vice-President, WM. C. BARRY.
Third Vice-President, ARTHUR S. HAMILTON.
Treasurer. - - H. B. HATHAWAY.
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THE UNION AND ADVERTISER.
ROCHESTER, N. Y., FEB. 15, 1890.

BOTH SIDES ARGUED.

Meeting of the Aldermanic Committee on Street Railroads.

At yesterday afternoon's meeting of the aldermanic committee on street railroad matters, Judge Danforth argued strenuously against giving approval to the company's electric application without insisting on a financial return to the city from the company's proceeds. Said the judge: "If the company has the power already to use electricity under the resolution adopted in 1887," as is claimed, "and only asks approval of its method, then why does it not present its method alone and in a business-like way ask approval. Instead of this it asks for new franchises. The city has great enterprises on foot and we are not without taxes to pay. The company should pay into the city's treasury some return for its privileges to lessen taxation."

The judge traced the law providing for the sale of street railroad and other franchises by public auction. At first, he pointed out, cities having a population of under 40,000 were excepted from the statute, as it was thought the franchises in the small cities would not be worth anything. He dwelt on the amendment to the act in 1889 providing for the giving away of franchises in cities of less than 50,000 population, according to the census of 1890. The city lacked 600, according to that census, of a population of 50,000, but no one can doubt that this city has now over 100,000 inhabitants. These circumstances seem peculiar. Who caused that amendment in 1889? This company now comes asking the city to give it a franchise. Will you do it, or will you make the company pay for its privileges? I cannot believe that you will give a money-making corporation the privilege of your streets without return, reward a corporation without even the poor satisfaction of knowing that the company will do what it asks the privilege of doing." In closing, the judge said the city should also secure from the company a pledge for transfer tickets.

Hon. J. N. Beckley spoke for the company. He thought there is some misunderstanding on the part of the Chamber of Commerce committee and its counsel as to the exact condition of affairs. "While the corporation is the same as formerly," he said, "still the personnel of the stockholders has changed. While the corporation is responsible for all its acts, still it is not fair to blame the new management for the acts and omissions of the former owners. If the old owners—some of whom signed the petition sent to the Common Council at its last meeting—neglected to pay the $5 license fee for each car imposed by law, this cannot be used as a reproach to the new owners of the stock."

Mr. Beckley then stated that the new owners paid $2,175,000 for the stock and franchise. The tangible stock, he said, is worth $1,000,000, and therefore we paid $1,175,000 for the franchises granted the corporation in previous years. In Buffalo, he stated, the citizens who bought the franchise at 1½ per cent of the receipts stand in a different position, as they have not as yet expended a cent on the business. "If you give out the $1,000,000," he said, "which we paid for our franchise at the beginning we will gladly pay the 1½ per cent on the receipts."

Mr. Beckley, continuing, stated that the change could be made with the approval of the Railroad Commission and the consent of one-half the property owners, but the management desiring to appear in a good light before the citizens preferred to go to the Common Council for its consent. He stated that before buying the property the new owners had looked into the question as to the expiration of the franchises, and had obtained William F. Cogswell's opinion, which was first published yesterday, as well as that of eminent lawyers in the East, before parting out the money.

Mr. Beckley stated that the citizens were supplicant to the extent of asking for rapid transit. "In order to make the change we must borrow money on bonds. We cannot sell the bonds to advantage if there be a question as to the extension of the franchise. So that unless the question be settled now we will continue to run the bob-tail cars until the question is settled in the courts. We cannot pay for a franchise twice over."

Judge Danforth spoke again, saying Mr. Beckley's remarks were candid and he believed honest. Still, he had nothing that should influence the aldermen. He thought it was not the city's business to relieve the new purchasers even if they had made a bad bargain. He intimated that, in his opinion, it would be unconstitutional for the railroad commission to say that a certain railroad franchise should be given to a certain railroad company, and that it would do this if it should attempt to give the Rochester company the privileges it asks.

Robert P. Ryan spoke, saying he represented thirty-six labor organizations, including thousands of workingmen, who want rapid transit, transfer tickets and conductors. The new company, he said, has promised these improvements, and on behalf of the workingmen he called on the committee to make a report giving the power to make the improvements.

STREET RAILWAY MATTERS.

There continues to be an excellent prospect of getting full and reliable information as to all the right and liabilities of the Rochester & Brighton Street Railroad Company. The question of the duration of the franchise is a question for the lawyers and the courts, and both sides of it are in entirely competent hands. The Chamber of Commerce deserves the thanks of the people of Rochester for the steps it has taken to secure a satisfactory settlement of a question of such importance to taxpayers. The UNION would be sorry to see evidence of any disposition to exact anything inequitable or harsh from the Street Railroad Company, more particularly as the property has just fallen into the hands of men who show an intelligent desire to improve the street car service. But in common with all disinterested citizens it wants to see the charter, whatever is legally and equitably its own.

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., FEB. 17, 1890.

TO BUILD IN THE SPRING

HANDSOME NEW STRUCTURE GOING UP ON STATE STREET NEAR BROWN.

Harrah & Co. to Erect a Large Candy Factory Nearly Opposite the Rome, Watertown & Ogdensburg Railroad Depot—Description of the Plans.

State street, north of the elevated tracks, seemed to take a new lease of life a few years ago, and since then building operations on that thoroughfare have been remarkably brisk, many large and handsome structures having been erected. Arrangements are now being made which will result in the addition of one more to the list of new and substantial structures on the street.

W. O. Harrah, general manager of Harrah & Co., incorporated, left for the east Saturday evening to purchase machinery for a new building. A reporter learned of his intended departure in time to see him before he took the train. In answer to questions Mr. Harrah said his company will build on the west side of State street, just north of Brown street, and on a site now occupied as a coal yard. This is nearly opposite the Rome, Watertown & Ogdensburg railroad depot. The new building will be five stories, with a basement, and will be of brick with stone trimmings. The dimensions will be 73 by 100 feet.

The entire building will be used by the firm in the manufacture of confectionery and chocolate. The office, stock and shipping rooms will be located on the ground floor. The upper floors will not be divided by partitions and will all be used for the factory. The firm's old plant on Mill street has for some time been too small for the increasing business and it has been found necessary to secure more commodious quarters. The firm consider the new location as especially desirable for the business, being away from the smoke and dust of the streets where factories crowd each other more closely. High grade chocolates and bon-bons will be manufactured. To do this the firm will secure all the modern appliances and most improved machinery. There will be an eighty horse-power boiler and forty horse-power engine.

Work will be commenced as soon as the building season opens and the building will be completed early in the spring. The plans were drawn by C. S. Ellis. The cost of the building will be about $30,000, machinery $10,000, making the total cost of the entire plant, including the site, about $60,000.

Remembered in Buffalo.

Buffalo Express, Sunday.

The annual banquet of the Rochester Chamber of Commerce, held a week ago last night, was a grand affair. A weighty delegation of Buffalonians was present and some who were not there were talked about. Thus, Mr. J. H. Stedman, responding to the remarkable toast, "Our Matters and things in General," made use of the following anecdote.

The story goes (said he) that some years ago in Buffalo Paddy O'Day was president of the Fenian brotherhood. Mr. McCarthy was vice-president, but his usefulness to the order was seriously diminished many times attempts were made to reduce him to the ranks. The annual banquet at length occurred and Mr. O'Day made his address. After detailing the affairs of the year, he said, "I mean welcome the brethren of this association around this festive board on the occasion of the annual banquet, and, before I close my remarks, I would like to have Mr. McCarthy stand forth. Mr. McCarthy, are you wid us?" "I am sir." "Then why the hell don't you resign?"

Mr. Stedman's facetiousness turned from anecdote to poetry. Among his truly remarkable offerings in verse was the following, which we may some day learn to warble in Buffalo—if Rochester doesn't go back on us:

After years of the hang and the slam way
We yearn for the new motor tramway;
It will be very jolly
To run on the trolley,
So good-bye to the "middle be dam" way.

IMPORTANT REAL ESTATE DEAL.

The Charles J. Burke Tract.

An arrangement has just been completed by which the tract of land belonging to Charles J. Burke is to be placed on the market at once. The tract lies on the highest point of land on Lake avenue, commanding a delightful view of the lake and the city. The property, consisting of about fifty acres, is divided into three hundred and thirty-five lots, and a homestead association is to be formed to control the entire tract. A contract has been signed with Warner & Bradley, the well-known real estate men, to put the property on the market at once.

STREET RAILROAD CHANGE.

Rumored Resignation of Superintendent Brewer.

It is rumored that Superintendent Brower of the Rochester City & Brighton Street Railroad has tendered his resignation, which has been accepted by the company. His successor, it is said, is Mr. De Lowery, until recently of Pittsburg, Pa., and who is spoken of as a competent man for the position. He is now in the city, it is reported.

ROCHESTER MORNING HERALD
, FEBRUARY 18, 1890.

FOR THE COMPANY.

THE COUNCIL COMMITTEE'S PROBABLE REPORT.

Transfer Tickets and Conductors to be Introduced — Additional Deliberations of the Chamber of Commerce.

It is quite probable that at this evening's meeting of the common council the much discussed street railway question will be settled by the adoption of a resolution empowering the proper representatives of the city to sign a contract with the railway officials.

The special common council committee in the matter held a secret session in the city clerk's office yesterday afternoon. All the members of the committee, which is composed of Aldermen Fee, Tracy, Bohrer, Williams and Kelly and Superintendent Barnes of the fire alarm telegraph were present.

The session was a long one and all the points in the matter were considered. After the meeting it was learned on good authority that the committee had decided upon a report to be presented at this evening's meeting of the common council, recommending the signing of a contract between the city and the company. Seven well known lawyers, it is said, examined into the matter of the length and existence of the franchise of the company and all agreed that these franchises were binding during the corporate life of the company.

The contract has been altered somewhat since its presentation to the council, it is said, and provides specifically for the introduction of conductors on all cars and the use of transfer tickets.

Chairman Fee was asked by a HERALD reporter last night to verify this report of the committee's action. He declined to do so, however, stating that he thought it a matter of courtesy to the council not to give the report to the public before it was presented to the aldermen.

The three lawyers named by the committee to give opinions on the legal questions involved were Edward Harris, J. Breck Perkins and Judge William E. Werner. Of these, Judge Werner declined to act as a member of this legal committee. In his note explaining his action the judge said: "Upon reflecting it has occurred to me that since the question which this committee of lawyers are to determine may hereafter become the subject of controversy, and possibly of litigation, and that during my term of office as county judge I may possibly be called upon to grant orders or determine questions at least incidental to the main question under consideration, it would be improper for me to serve upon this committee. I therefore respectfully decline to serve as one of said committee." Hon. John Van Voorhis was named to act in Judge Werner's place. Messrs. Harris, Perkins and Van Voorhis all agreed with Mr. Cogswell as to the duration of the company's franchises.

Another Opinion from Judge Danforth.

Protracted meetings of the executive committee of the chamber of commerce were held yesterday afternoon and evening. The first session commenced at four o'clock and continued until nearly six. The following important opinion from Judge Danforth regarding the termination of the company's franchise was presented and read:

To the Executive Committee of the Rochester Chamber of Commerce:

In answer to your inquiry I would say: The Rochester City and Brighton railroad company had no right or privilege to construct its railroad in or through any of the streets of the city until the 24th of June, 1862. On that day the common council ordained that "it will permit to be constructed" by that company, a railroad in the several streets of the city as specified in the ordinance "upon the terms, conditions and limitations therein mentioned," and by sections 24 and 25 expressly provided that the grant and franchises, rights and privileges proposed to be conferred on the company "shall be" limited to the term of thirty years from and after the date of acceptance of the same by the railroad company. This acceptance was required to be given by the company within sixty days in such manner as should be approved by the city attorney and be legally binding on the company. The company did accept the offer contained in the ordinance at 1 30 declared by an instrument signed by its officers and by a resolution of its directors, and its acceptance was approved by the city attorney and his certificate filed in the office of the city clerk on the 26th of June, 1862. Permission was subsequently given to lay the road on other streets in accordance, as the permission stated, with the terms of the above ordinance.

By foreclosure of a mortgage executed by the company Mr. Woodworth afterwards became the owner of its property and franchises and he in 1868 sold the same to a new company under the same name. This foreclosure and sale by Mr. Woodworth had no other effect than to vest Mr. Woodworth with the property and franchises of the former company and the new company acquired nothing else from him. The franchises remained good, and so far as the streets mentioned in the ordinance and in subsequent resolutions are concerned, I entertain no doubt that the limitation prescribed by the ordinance applies.

In my opinion therefore, all the rights, franchises and privileges conferred upon the Rochester City and Brighton railroad over the streets named in that ordinance or subsequent resolutions will expire in the year one thousand eight hundred and ninety-two. These streets are the principal ones of the city and are among those on which lines are now operated by the Rochester City and Brighton railroad.

I find nothing in any subsequent proceedings of the common council or the legislature which at all modifies or changes the effect of that ordinance or resolution.

GEORGE F. DANFORTH.

February 17, 1890.

An informal discussion of the whole matter was carried on for some time. A resolution was adopted requesting Judge Danforth to appear before the council this evening and state the objections existing against the execution of the contract and to ask for such modifications as may be for the best interests of the city. It was then decided to adjourn until eight o'clock and to invite John N. Beckley to meet the committee.

The evening session lasted for almost three hours. Mr. Beckley appeared and spent more than an hour in conversation with Messrs. L. P. Ross, H. C. Brewster, A. S. Hamilton, George C. Buell, J. G. Cutler, W. S. Kimball, H. B. Hathaway and John Fahy. The meeting was a private one as are all those of the executive committee. After a time, Mr. Beckley left the committee alone and retired to the secretary's room, where he waited with the reporters.

At eleven o'clock the members of the committee appeared and, through George C. Buell, announced that a number of slight modifications in the contract with the city had been agreed upon. Neither Mr. Buell nor Mr. Beckley desired to state what these modifications were as they had not been fully framed. The committee will meet again this afternoon to consider the most important questions. There is no reason to believe that any agreement as to the main question of paying for privileges granted was reached between Mr. Beckley and the committee.

Democrat and Chronicle
EBRUARY 18, 1890.

THE BOB-TAILS WILL GO

Additional Concessions Made by the Company.

JUDGE DANFORTH'S OPINION

His Communication to the Committee of the Chamber of Commerce—The Committee's Lengthy Conference—Judge Warner's Declination.

For five long hours yesterday the members of the executive committee of the Common Council read, talked about and re-read, street railway contracts. Even then they did not reach the end and so they will take another turn at it this afternoon, in hopes to reach some conclusion previous to the meeting of the Common Council. Messrs. Cutler, Hamilton, Buell, Hathaway, Kimball, Brewster and Foly were the committemen present. The first session lasted from 4 to 6 o'clock, and then at 8 o'clock they resumed operations and as they had not succeeded in accomplishing all that was desirable at 11 o'clock they adjourned over until to-day.

The following communication was received from Judge Danforth relative to the matter under discussion:

To the Executive Committee of the Rochester Chamber of Commerce:

In answer to your inquiry I would say: The Rochester City & Brighton Railroad Company had no right or privilege to construct its railroad in or through any of the streets of the city until the 24th of June, 1862. On that day the Common Council ordained that "it will permit to be constructed" by that company a railroad in the several streets of the city as specified in the ordinance "upon the terms, conditions and limitations therein mentioned" and by sections 24 and 25 expressly provided that the grant and franchises, rights and privileges proposed to be conferred on the company "shall be" limited to the term of thirty years from and after the date of ac-

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[illegible] of the [illegible] railroad company. This acceptance was required to be given by the company within sixty days in such manner as should be approved by the city attorney and be legally binding on the company. The company did accept the offer contained in the ordinance and so declared by an instrument signed by its officers and by a resolution of its directors and its acceptance was approved by the city attorney and his certificate filed in the office of the city clerk on the 26th of June, 1863. Permission was subsequently given to lay the road on other streets in accordance as the permission stated, with the terms of the above ordinance.

By foreclosure of a mortgage executed by the company Mr. Woodworth afterwards became the owner of its property and franchises and he in 1868 sold the same to a new company under the same name.

This foreclosure and sale by Mr. Woodworth had no other effect than to vest Mr. Woodworth with the property and franchises of the former company and the new company acquired nothing else from him. The franchises remained good, and so far as the streets mentioned in the ordinance and in subsequent resolutions are concerned, I entertain no doubt that the limitations prescribed by the ordinance applies.

In my opinion, therefore, all the rights, franchises and privileges conferred upon the Rochester City & Brighton railroad over the streets named in that ordinance or subsequent resolutions will expire in the year 1892. These streets are the principal ones of the city and are among those now operated by the Rochester City & Brighton railroad.

I find nothing in any subsequent proceedings of the Common Council or the Legislature which at all modifies or changes the effect of that ordinance or resolution.

GEORGE F. DANFORTH.

February 17, 1890.

Before adjourning the afternoon session, a resolution was adopted requesting the presence of Judge Danforth at the Common Council meeting this evening, in the interest of the taxpayers, and state the objections which to his mind exist in the contract and resolution. Judge Danforth, it is understood has consented to comply with the request of the committee.

At the request of the committee, John N. Beckley, representing the street car company, was present and was closeted with the committee during more than half of the evening session. At the close of the conference the members of the committee gave out that Mr. Beckley had given the company's consent to certain modifications of the contract suggested by the committee. Just what points these concessions covered, neither Mr. Beckley or the spokesman of the committee would say.

Representatives of the street car company and the Council committee also held a meeting in the afternoon. All the aldermen interested, except President Tracy, were present. John N. Beckley represented the company. He submitted an agreement to the aldermen embodying certain concessions demanded by the Council committee, not covered by the proposed contract. The modified agreement by which the company will be permitted to use electricity is not yet signed, but it will probably receive the company's sanction this afternoon. The paper will then be handed the chairman of the committee, Alderman [illegible]. The committee will ratify the agreement before the Council meets this evening. It will be presented the board for confirmation at once.

Among the conditions imposed is that of the adoption of transfer tickets. The company promises to place "double end" cars on all the routes and to employ conductors. The city will continue to receive one-twentieth of one per cent of the profits of the company. A license fee of $10 per car per year is agreed upon.

THE STREET RAILWAY FRANCHISE.

The Hon. George F. Danforth has now, for the first time, put himself on record to the effect that "all the rights, franchises and privileges conferred upon the Rochester City & Brighton Railroad over the streets named in that ordinance (that of June 26, 1862) will expire in the year 1892." Mr. William F. Cogswell is already on record to the effect that the franchises of the company are co-extensive with its corporate existence. Judge Danforth even now does not claim that the franchises for the streets not named in the ordinance of 1862 expire in 1892, and does not deny that they, at least, are co-extensive with the corporate life of the company. How this concession, if it may be assumed that it is a concession, affects the main question is thus pointed out by Mr. Cogswell in his opinion: "The original road, as provided for in the resolution of 1862 may be regarded as a nucleus or center from which the company, by permission of the Common Council, has extended its tracks in many directions, at large expense, and which it is now operating for its own advantage and for the great advantage of the citizens of the city. These extensions, as already stated, have been by consents unlimited in time. It seems to me to be little less than preposterous to claim that this nucleus or heart of the system can be taken out of the system at the end of thirty years and to leave these branches, as it were, in the air. They would have no unity or connection, or secure any useful purpose, except as they are connected with what I have described as the center or heart of the system. I can illustrate this by the supposition that at the end of thirty years the railroad company should assume that its franchise in the streets mentioned in the resolution of 1862 had ceased and should cease to run its cars over these extensions of which I have spoken. I cannot entertain doubt that the courts would compel it very promptly, through a mandamus, to operate its road upon all tracks, as well those included in the resolution of 1862 as those not

[illegible] of the main proposition that all the franchises are co-extensive with the corporate life of the company, but it certainly seems to have considerable force as an answer to Judge Danforth's [illegible], upon [illegible] the council, will receive further light from the other distinguished lawyers who are still to present their views upon the subject. What those views will be is, of course, not as yet known, although there seems to be a general impression that they will be corroborative of the opinion of Mr. Cogswell. We shall await the publication of the new opinions, with great interest, because we have held, from the first, that the question of the duration of the franchises is fundamental to all else. Certainly, the council would not be justified in confirming the old franchises by a new grant, without it were well convinced of the validity of the old franchises, or should make such terms with the company as would warrant it in conferring the franchises *ab initio.*

It will be something of a surprise to many citizens that the committee of the Chamber of Commerce should now publish Judge Danforth's supplementary opinion. Does it mean that the committee is to take its stand absolutely upon the termination of the main franchise in 1892, and thus advise, on this ground, against granting the application of the company upon any terms? Or, does it mean that this is the leverage to be used for the purpose of exacting more from the company than is contained in the resolutions of the committee of the Common Council? In his speech before the committee, Judge Danforth confined himself to these demands, declining to discuss the legal question now made prominent in his supplementary opinion. It has not yet appeared that all reasonable demands made upon the company would not be conceded, although it has taken its stand resolutely upon the validity of the franchises during its corporate existence. We do not understand that the committee is foreclosed from including in the contract the acceptance by the company of the terms proposed, the provisions for transfer tickets and double end cars with conductors, or a certain compensation to the city—points upon which Judge Danforth insisted. We apprehend that, the fundamental legal question determined satisfactorily to the council, there will be little difficulty in making the further proper adjustments.

Mr. Brower Steps Out.

Thomas J. Brower, superintendent of the Rochester City & Brighton Railway Company yesterday tendered his resignation and James DeTowery of Pittsburg, Pa. was at once appointed to the vacancy and assumed his duties at 2 o'clock in the afternoon. Mr. DeTowery was formerly superintendent of one of the Pittsburg cable roads under Mr. Verner, the new manager of the Rochester City & Brighton road. C. B. Achillés, Mr. Bower's assistant, also extended his resignation and it was accepted. His successor has not yet been appointed.

—A meeting of the committee on statistics and publication of the Chamber of Commerce will be held at 4 o'clock this afternoon.

ROCHESTER MORNING HERALD
FEBRUARY 19, 1890.

THE STREET RAILROAD QUESTION.

After amending the street railroad resolutions in several important particulars last evening the common council took a vote upon them and they were adopted. The changes included an agreement on the part of the company to substitute electricity for horses, to introduce a system of transfer tickets and to put conductors on all the cars of the principal routes in this city. This was the original intention of the company as declared by those authorized to speak for it, but Judge Danforth's criticisms led to the incorporation of the promises in the ordinance under which the company proposes to do the work.

The franchise question, of course, received the serious attention of the council. Judge Danforth's views have already been clearly and ably set forth in the language of his own opinion in our columns. Mr. Cogswell's opinion on the other side has likewise been published in full. But last night it appeared that several able lawyers of this city, as well as one of the most distinguished corporate lawyers in New York city and another lawyer in Pennsylvania concurred in the views respecting the franchise as set forth in Mr. Cogswell's opinion. The mass of legal sentiment to the effect that the franchise will not expire in 1892 would at least afford so much ground for litigation that the railroad company would not be likely to surrender its ground before carrying the matter through the courts—a process that could not within reason be expected to end short of [illegible]

[illegible] might th[illegible] decided [illegible] the city's interest. In the meantime the public would have to wait for rapid transit and some of the other improvements [illegible] would ex[illegible] extensive electrical plant with a prospect of having to abandon it or pay a heavy tax for operating it after two years from this time.

But the Rochester City and Brighton railroad company, willing to go as far as it could to meet the reasonable wishes of the people of this city, yesterday afternoon made the offer to the committee of the chamber of commerce to pay one per cent. on its gross receipts into the city treasury for the next fifteen years and after that two per cent. during the remainder of its corporate existence. This, it is believed, will result in turning into the treasury of the city during the period named of nearly if not quite two millions of dollars. We believe the city has great reason to congratulate itself upon securing these concessions from the company and that the latter itself has no reason to complain. Much credit is due the chamber of commerce in bringing about this very satisfactory arrangement.

Now we may confidently expect an early beginning of the great work of improving the street railway system of Rochester.

The Elmira Telegram.
FEBRUARY 16, 1890.

THE CHAMBER OF COMMERCE.

Useful Within its Sphere—A Mistake When it Goes Outside.

ROCHESTER, N. Y., Feb. 15.—So far as the banquet itself of the chamber of commerce Saturday evening last was concerned; the speeches made and the subjects selected, it was a success, but after all the most conspicuous feature was the absence of scores of our most prominent business men and members of the chamber. We are hardly willing to attribute this to decadence of the chamber or to impecuniosity on the part of the absentees. The absence of the two previous presidents was remarked on. Perhaps they had good reasons for not being present, but without explanation it looks like desertion. There is a good deal of lukewarmness toward the chamber on the part of members and considerable division. If any public municipal question comes up the same set of men are always rushing into print, airing their views and giving the impression that they are the chamber of commerce, or the essential live portion of it. If these voluble men, these seekers after notoriety, would give their views as their own personal opinions, and not essay to represent it as the dictum of the chamber of commerce, which, as a collective body or incorporated association, has no more to say about municipal affairs than any other organization of citizens. If in the past the chamber of commerce had confined itself to its legitimate functions—the advancement of trade, a bourse for interchange of business views and commodities—and not mixed in politics and kindred matters, it would now be in better favor with the public and have a wider influence. The new president, L. P. Ross, is a worthy citizen, a practical, successful business man, and pretty level-headed. He will accomplish great good if he will keep the chamber within the scope of its legitimate objects; and when one, two or three of its members pretend to speak for the whole body, if he will sit upon them with a vim, he will earn the applause of the community. The chamber of commerce should not try to usurp the functions of the common council, the executive board and every municipal body. It is in no way authorized to represent the people. Toleration of differences of opinion, the according of honesty and sincerity of purpose to municipal officers who have been chosen by the people to legislate for them, should be impressed by the president on the minds of the self-installed judges of the chamber. Even in the matter of the erection of a new building by the chamber, the members are all at sea and hardly two of them look on the scheme in the same light. What has the organization done to reduce taxation in this city? Not a scheme has been fostered or advocated by the "talkers" of the body but what was calculated to increase taxation. The common council, on two or more occasions, has surrendered its rights to legislate for the people, in associating with the committees of the chamber for consideration of municipal matters. If there is not business enough within its own proper sphere to keep the wise ones busy, the TELEGRAM suggests that they investigate recent transactions of the board of supervisors, especially repairs to the court house. These very important men, if they want to get the drift of public opinion, should run for alderman, school commissioner or supervisor in their respective wards this spring. It is a pretty good test of public opinion. A newspaper of this city, a few days since, had interviews with certain citizens regarding the proposed contract with the street railway company, and all those interviewed who are members of the chamber of commerce thought action should be postponed until the chamber of commerce had considered the terms.

The Post-Express.
ROCHESTER, WEDNESDAY, FEB. 19.
Entered at the Post-office at Rochester, N. Y., as Second Class Mail Matter

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THE STREET RAILWAY CONTRACT.

The common council last night amended the contract with the street railway company and then adopted it. As amended the contract ratifies the franchise of the company and extends it until 1967; but it provides for the payment by the company of the car tax and the purchase percentage already levied—for conductors on the cars after 1892—for transfer tickets after 1892—for a payment of 1 per cent. on the gross receipts from 1892 to 1907, and 2 per cent. on the gross receipts from 1907 to 1967.

It will be seen that this contract is radically different from the original one which all the papers had directly approved and which the public had tacitly approved, when this paper called attention to its defects a week ago Friday.

Great credit is due to the Chamber of Commerce for the promptness with which it acted when the good policy of such a contract was challenged. To its intelligence and public spirit the gains made are mainly due; but the POST-EXPRESS may certainly assume a share of the credit since the chances are that if it had not spoken out when it did the original contract would have been rushed through a week ago Monday. The revenue to the city during the continuance of the franchise will not be less than a million dollars and will probably reach two millions; and the gain to individuals through the transfer ticket system will aggregate to a very large sum. These are huge items in favor of this newspaper in its account with the community.

One good thing about the contract is that it is an open transaction with no legal trick or fraud involved in it. The company has been compelled to ask precisely what it wanted and the people's agents have given what was asked for knowingly at least, whether wisely or unwisely.

The POST-EXPRESS has only one quarrel with the contract as it stands; and that is its duration. With all due respect for the learned lawyers who have maintained that the company's franchise extended to 1967 before this contract was made, we don't believe there was any moral ground for the claim, and we think no court of appeal would have allowed the claim to stand on a mere system of legal finessing by which the people were made to appear as doing what they didn't intend to do, and didn't know that they had done. Assuming, therefore, that the contract is virtually a new grant, we hold that it should not run for seventy-five years. This opinion was formed altogether apart from the street railway case, and it is so strongly held that we would be glad to see a constitutional provision adopted against making any grant for so long a period.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., FEB. 19, 1890.

SATISFACTORILY SETTLED.

The matter of the franchises of the street railroad company of Rochester was settled by unanimous vote of the Common Council last night, all the members being present, to the entire satisfaction of all parties concerned. The representatives of the company yielded readily and gracefully to a compromise that secures to the people three things which they had for years sought in vain at the hands of the former owners and officers of the railroad corporation: 1, A share of earnings, which for a specified fifteen years to come is to be one per cent. of gross receipts, and ever after the expiration of that term two per cent.; one fare of five cents from any one point to any other point within the city limits; and a conductor on every car. These conditions, which were the joint work of a committee of the Common Council and a committee of the Chamber of Commerce on behalf of the municipal corporation of the people, are to take effect at the time it is expected the change of motive power and relaying of the road will be completed, in the fall of 1892.

It is due to the railroad company to say that its representatives have throughout manifested a disposition to satisfy the public. They reason undoubtedly, and correctly reason, that it is to their interests to have the people with them. And now that they have given evidence of [illegible] professions in that regard, the people should on their part co-operate in every possible way to expedite the work that is to give us rapid transit. The running of the cars by electric power is the first and greatest object of all. And it cannot be commenced one moment too soon to suit the people.

The Chamber of Commerce, acting through its special committee, is entitled to credit for its action on behalf of the people in this matter, and has given evidence of its usefulness; while the Common Council deserves praise for faithfulness to the provision of the charter that gives it official charge of the prudential affairs of the city, and the railroad corporation has popularized itself through the readiness with which its officers met and satisfied the representatives of the people.

THE UNION AND ADVERTISER: WEDNESDAY
WEDNESDAY, FEBRUARY 19, 1890.

COMMON COUNCIL MEETING

ACTION IN FAVOR OF ELECTRIC CARS AND RAPID TRANSIT.

The Company Agrees to Employ Conductors, Issue Transfer Tickets, and Pay a Percentage of its Receipts Into the City Treasury—The Proceedings.

At the regular meeting of the Common Council last evening all the aldermen were present.

The most important matter coming up under the first order of business was the presentation of a petition from the managers of the Rochester Female Charitable Society asking for two women practitioners, one on each side of the river, on the list of city physicians. The petition, which was ordered received, filed and published, set forth: "That among the benefits resulting from such appointments is the more prompt and proper treatment of many diseases of women and children in their early and creative stages, due to the greater willingness of patients to invoke the physicians, and in some cases to the greater readiness of the physicians to respond to such calls, and their greater patience in consultation, care and treatment."

The mayor's veto of the resolution for paying Lamp Inspector Belknap was read. The opinion of City Attorney Ernst was called for, and he stated that the reasons advanced for the veto by the mayor were contrary to the decisions of the General Term. He did not see why the mayor should act on the hearsay that the case would be appealed. He thought the Council could properly over-ride the mayor's veto. The power of the Council to employ special men, such as Expert Bower, Lawyer Cogswell, or Lamp Inspector Belknap was well established, he thought, and he believed the Court of Appeals, if called on, would concur in the action of the General Term. The resolution was adopted, Alderman McMillan alone voting for the veto.

When the final ordinances were taken up William Johnson appeared on behalf of property owners opposing a new Medina pavement on Smith street west of the Erie canal. He argued that the sewer should be deepened before a pavement is laid. Moreover he said some of the residents prefer an asphalt to a Medina pavement, which was contemplated in drawing up the ordinance. Health Commissioner Kondolf favored the ordinance. Other citizens were also heard for and against the ordinance. One citizen said nearly all the people on the street are "cripples, orphans and widows" and cannot afford to pay for the proposed improvement. Ald. Swikehard said the Eleventh ward was too much of a mud hole and a start should be made in improving it. Ald. Kohlmetz said he lived in the Eleventh ward thirty-five years ago and it is a worse mud hole now than then. The ordinance was adopted and Ald. Swikehard gave notice that if the residents want the sewer deepened they may present a petition at once. Final ordinance for the Taylor street extension also caused some discussion and was finally put over two weeks.

Other final ordinances were disposed of as follows: East avenue repairing, adopted; University avenue pipe sewer, section 1, adopted; University avenue pipe sewer, section 2, adopted. A number of sprinkling ordinances were also adopted.

The following first ordinances were adopted: Fourth avenue pipe sewer, $620; Cottage street improvement, $2,000; Emerson and Sherman streets pipe sewer, $5,500.10; East park plank walk, $370; Jay street (from Erie canal to Child street) Medina improvement, $36,000.

Ald. Fee submitted the report of the special committee on street railroad matters as follows:

To the Honorable, the Common Council, of the City of Rochester:

GENTLEMEN: This committee, in pursuance of the action taken by your honorable body at its last meeting gave a public hearing to all persons interested in the proposed electric railroad contract in the common council chamber on Friday afternoon last. At such hearing Hon. George F. Danforth appeared for the executive committee of the chamber of commerce, John N. Beckley appeared for the railroad company and Robert F. Ryan for the trades organizations of the city.

Your committee, in view of the questions raised as to the franchise of the company as to the streets mentioned in the ordinance of the common council passed in 1862, deemed it advisable to obtain the opinion of counsel as to whether such franchise continued during the life of the company or not. As this committee had no power [illegible] obtaining the approval of this board, it was suggested to the representative of the railroad company that the expense of obtaining the opinions of disinterested lawyers should be borne by the railroad company. Said company agreed to this proposition, and thereupon the committee selected Edward Harris, J. Breck Perkins and County Judge W. E. Werner as its legal advisers. Judge Werner declined to act for reasons which are set forth in his letter, which accompanies this report, but Messrs. Harris and Perkins, at the request of this committee, examined the questions involved and gave an opinion which is herewith submitted.

The said company has also submitted to this committee the opinion of Mr. Cogswell, accompanied by the concurrence therein of Messrs. Stull and Van Voorhis of this city, as follows:

"I concur in the conclusion and result of the foregoing opinion. J. A. STULL."

"I have examined Mr. Cogswell's opinion in the matter of the street railway franchise, and concur with him in the conclusion which he has reached. JOHN VAN VOORHIS."

The re-examination which this committee has given the whole subject referred to it has confirmed the opinion expressed in its former report to your board, as to the desirability of having, at the earliest possible day, the system of rapid transit put upon the streets of this city, which is provided for in the resolutions heretofore submitted by the committee. The discussions which have been made, looking to modifications of, and additions to, the resolutions proposed for adoption, have been fully and carefully considered by your committee, and the result of the examination of the questions by this committee is set forth in the addition to the resolutions formerly presented, which accompany this report.

As was stated by the company in its communication to the common council, a system of transfers upon the lines of the company is, in any event, and without reference to the contract, to be adopted by the company. One of the resolutions which is herewith submitted provides for the insertion in the contract of an obligation upon the company to adopt, after November 1, 1892, such system of transfers. It is further provided, in the resolutions herewith submitted, that the company shall, after the date last stated, employ conductors on the main lines of the company. *The resolutions also provide for the acceptance* by the company of the grant to be made, and for the approval of the executive board to the work of rebuilding the track and the reconstruction of the railroad system.

Much has been said upon the question of compensation which the company ought to pay to the city, as a condition of the proposed grant. The company has stated with great frankness its condition, and has set forth very fully and fairly the reasons which seem to make it impossible for the company to pay any compensation whatever for the grant. After several conferences, however, with the representatives of the company your committee has obtained a proposition to the following effect, to wit: The resolutions to provide for the ratification of the agreement heretofore entered into between the city and the company for the payment of a tax of $5 per car during the corporate existence of the company, and also to provide for the ratification of the agreements heretofore made between the city and the company, under which the company is to pay the percentage of the entire gross receipts of the company, bid at the respective sales of franchises made under the provisions of the Cantor act, so called, and to provide for the payment by the company to the city, from and after the 30th day of September, 1892, for a period of 15 years, 1 per cent. per annum upon the gross receipts of the company, and after the expiration of the 15 years 2 per cent. upon the gross receipts of the company, during its corporate existence. The company stated to your committee that the purpose it has in making this concession is to meet the views of the taxpayers and residents of this city in a spirit of fairness and liberality, and not because it has any fear of the result of litigation with reference to the life of its franchise. In view of the fact that lawyers of the standing of Messrs. Cogswell, Harris, Van Voorhis, Stull and Perkins all agree that the claim of the company, with reference to the life of its franchise, is well founded, your committee believes that the proposition submitted is very generous upon the part of the company, and that such proposition should be, and we believe will be, satisfactory to the people of this city.

Your committee therefore recommend the adoption of the original resolutions presented, together with those herewith submitted.

JOSEPH FEE,
FORREST H. WILLIAMS,
J. [illegible] KELLY,
WILLIAM TRACY,
LOUIS [illegible],
Special Committee.
CHAS. R. BARNES,
Sup't Fire Alarm Telegraph.

The opinion of Messrs. Perkins and Harris, accompanying the report, was as follows:

DEAR SIR—Our opinion is asked whether the franchise of the Rochester City and Brighton Railroad Company to operate its cars on certain streets named in a resolution or ordinance of the Common Council, passed in 1862, expires in the year 1892. In other words, on June 26, 1892, will the Common Council have the power to say that the street railroad has no further rights in these streets, and is therefore a trespasser, and if application was made to the courts, could the city obtain an injunction to restrain the street railroad from further operating over East and West Main streets, and the other streets named in the ordinance? For, of course, if the charter expires at that time, the Common Council, if it saw fit, could restrain any further operations of the street railroad on these streets. It would be under no legal obligation to sell a franchise. If at that time it will have the power to sell the franchise to operate a railroad on these streets, it will be because it has the power to prevent the present company from further using its tracks or running its cars over them.

It appears that in 1862 the Common Council granted to a corporation called the Rochester City & Brighton Railroad Company the right to lay its tracks upon East and West Main streets and other streets in this city. The ordinance imposed a large number of conditions as to the manner in which the cars should be operated, the speed at which they should be run, and made various other regulations for the management of the cars in the streets. By the twenty-fourth clause of that ordi-

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[illegible] fied to the period of thirty years [illegible] the acceptance of the same [illegible] pany, this grant was accepted [illegible] and if that company were still in existence and there had been nothing to qualify the original grant, it would be perfectly plain that the rights of the railroad company would expire in 1892.

This, however, is not the case. The corporation to which the grant was made in 1862 has expired. It was foreclosed and its existence terminated in 1868. The present corporation bears the same name, but it is no more the same company than is a son the same man as his father, because he happens to have the same name. The present company was organized in 1868, and by its articles of association, and by virtue of the laws of the State, it acquired a corporate life for the term of ninety-nine years. It has never given its assent to the ordinance of 1862, and it obtains no rights thereunder, except such as it acquired by the foreclosure of the mortgage on the property of the defunct company. This being so, in the year 1869, the Legislature of the State (which, it is hardly necessary to say, has the ultimate authority over the streets in any city, and can grant franchises upon them to any corporation it sees fit, subject only to the provisions of the constitution and the rights of the individual land-owners,) passed an act by which it granted to the present street railroad company "the right to maintain and operate a railroad in all the streets of the city of Rochester, in which it has a track now laid." This right was given to the company absolutely. It was not dependent upon the consent of the Common Council. It is a well established principle that any grant of a franchise to a corporation is a grant for the term of the existence of the corporation unless it is expressly restricted. This grant from the Legislature was, therefore, a grant to the street railroad company of the right to operate its lines in the streets in which they were then constructed, during the term of its corporate existence. The sixth provision of this act, however, said that the act should not be construed as in any way impairing the force or effect of the ordinance of the Common Council in 1862, except as therein specifically provided. That ordinance contained a large number of provisions and regulations which were not modified by the act of the Legislature. This provision was inserted in order that the Street Railroad Company should not claim the power to operate its road regardless of the various regulations imposed by the Common Council and which were deemed conducive to the safety and convenience of citizens. But by the first section the Legislature had already made a grant of the right to operate, which was a specific grant for the existence of the corporation. In that respect, therefore, the Legislature had provided a different term for the operation of this road from that described by the ordinance, and to that extent, as well as in other respects, provided by the act, the act impaired the force and effect of the ordinance; and it was intended that it should. There was no necessity for any act of the Legislature granting to the new corporation the power to run its cars in these streets in which its tracks was laid, for the term of thirty years from 1862. The ordinance, section 28, that all its provisions should be applicable to any new corporation which should thereafter be organized to operate a street railroad, upon the corporation's giving its assent to the ordinance of 1862, could have obtained the right to operate in these streets until 1892. It needed no act of the Legislature to get that power. The granting clause in the first section of the act of 1869 was wholly unnecessary, unless it was intended to give the present corporation the right to operate in these streets not merely until 1892, which it might have acquired otherwise, but for the term of its existence. This was a right which the Legislature had the power to grant if it saw fit to exercise its power. Whether wisely or unwisely, is not a question for us to discuss now.

But even if we are wrong in this construction of the statute, we think this would not alter the legal relations of the city and the street railroad company. The various franchises and rights granted by the city to the street railroad, and the obligations assumed by the railroad, are to be construed together. If recourse is had to the courts, they will be interpreted in the same manner as are the contracts and relations of any two private parties. The courts will consider what rights were intended to be given; what rights it was understood by both parties were possessed, and this must be gathered from all the resolutions, ordinances and agreements bearing upon the question. The streets named in the ordinance of 1862 form but a comparatively small portion of the entire system of the railroad company at this time. They are, however, the center of the whole system, and if the right to operate on these streets was taken away, the operation of the entire system would be practically stopped, and the use of the tracks in the numerous other streets in which they have been laid would be rendered valueless to the corporation, and of no use or convenience to the citizens. During the twenty-one years since 1869, the city has granted to the railroad the right to lay its tracks and operate its road over and through a large number of streets, and the tracks have been laid in them, aggregating altogether very many miles. Unless we have overlooked some grant in our examination, the right in every one of these streets, has been given without restriction. In other words, it cannot be contended that the present company has not the right to operate its road in all the streets granted to it since 1869, for the term of its corporate existence. These grants have been received by the street railroad with the obligation to construct its road and operate it in conformity with the general requirements of the city ordinances. It has been expressly provided that passengers should be carried over them any distance, to the Four Corners, for five cents. To reach the Four Corners on any of these various lines it is necessary to pass over the tracks of either East or West Main, State or Exchange streets, which are four of the streets named in the ordinance of 1862. The city has uniformly treated this system, as it has been treated by the street railroad, as a whole. The street railroad has been required to, and has made its extension a part of the original system. Take for instance the Park avenue line. East Main street, as far as Elm street, is named in the original ordinance. A few years ago the city granted to the corporation the right to construct the Park avenue line, beginning at Elm street and continuing to a certain distance on Park avenue. This grant was for the term of the life of the corporation. It was made and intended to be made a part of the whole system. The railroad had no right to carry a passenger to the corner of Elm street, and charge him 5 cents, and then exact a further fare of 5 cents for bringing him to the Four Corners. It was bound to carry him the whole distance for that fare. Subsequently, and in 1888, under the provisions of the Cantor act, the right was sold to the railroad to construct an extension to the Park avenue line running to the city limits; and this was added to the system as it before existed. In view of all these facts, can the city in 1892, stop the operation of the cars on East Main street, and on the other streets named in the ordinance of 1862, and thus compel the corporation to stop the Park avenue line for instance, at the corner of Elm street, and the various other branches and extensions where they reach the original lines? If it applied to the courts for relief, would they grant an injunction restraining the street railroad from further operating their cars on the streets named in the first ordinance? We do not think they would. Such a construction of the legal relations between the parties would put the city in a position where, after granting these various rights for the term of the life of the corporation, requiring the lines to be built, inviting the expenditure of capital in the equipment of them, requiring passengers to be brought to the Four Corners at a fixed fare, and thus showing its intention to treat the whole system as a unit, it could practically destroy the system and grant the franchise in the streets of the center of the city to some other corporation, and impose upon citizens using the street cars the liability to pay two fares, to two separate corporations, of 5 cents each to reach the Four Corners, instead of being carried by one corporation for one fare. Should the city apply to the courts for relief which would involve such a result, we do not think it will succeed in finding it.

There are many other facts to be considered. Since the Cantor act, the right to operate on various streets, has been sold. These sales were for the life time of the corporation. There was no limitation of time imposed in the terms of the sale, and therefore that is a necessary result. In those sales the corporation bid a certain percentage of its gross receipts. The city has claimed, and rightly claimed, that the system must be regarded as a whole, and that the gross receipts were the entire receipts of the corporation, and not simply the fares collected on the part, branch or extension sold. And this claim has been acceded to. Take for instance the East Main street line. In 1887, a right was sold to the present corporation to construct what was described by the city as an extension branch and line of railroad beginning at its present terminus [illegible] University avenue [illegible] required to furnish a bond in the sum of $10,000 for the construction of such branch and extension. Will the courts say that when this sale was made, this bond required, it was contemplated by either party that [illegible] years thereafter the franchise to operate [illegible] terminate [illegible] agree to pay [illegible] of gross receipts of [illegible] years, proceeded to construct the railroad over University avenue to Goodman street, when it was understood that the city in 1892 could cancel the franchise on East Main street, west of University avenue, rendering it impossible to reach the four corners, and leave the street car company for seventy years to operate this piece half a mile long which would be simply a nuisance to the public? We do not think any court will thus hold.

There is another contract to which we might allude. In 1883 the Common Council granted to the street railroad the right to place a turn-table at the junction of West Main and Fitzhugh street. This grant was without restriction in time, and therefore necessarily for the lifetime of the corporation. But it was also provided that the grant should not be operative unless the street railroad gave an agreement to place and use the turn-table and keep it in repair. Under the terms of this resolution the city obtained from the street railroad a contract, dated the 13th day of December, 1883, by which the railroad agreed in order to obtain this right, and also to comply with the condition which was for the convenience of the public (because turning cars at the Four Corners was becoming a nuisance) that it would place a turn-table at the junction of West Main and Fitzhugh streets, and maintain and operate the same in connection with some part of the lines of the company, and keep the street within three feet thereof in perfect repair for public use so long as the turn-table should remain there, during the existence of the said company. Can it be successfully contended that when the city has obtained from the corporation a contract to construct this turn-table, keep it in repair and use it in connection with its lines during the term of its existence, it can now claim that the right to run cars at the junction of West Main and Fitzhugh streets was one that expired in 1892, and that it can restrain the said railroad from operating its cars at that point after that time? It does not seem to us that any such claim would be upheld by the courts.

Let us suppose that the street railroad in 1892, should claim that its franchise on the streets named in the resolution of 1862 had expired, and that it would no longer operate over them; that it should refuse to keep the turn-table in repair and to carry the cars on its various lines to it; that it should seek to land its passengers where its extensions touch Main and State streets, collect from them the fare of 5 cents and refuse to carry them to the center of the city, would the courts allow it to take this position? Certainly not. It has assumed obligations which it must perform during its corporate existence, and it possesses rights which correspond to those obligations.

We are, therefore, of the opinion that the city cannot claim that the franchise of the present street railroad to use the streets named in the ordinance of 1862, expires in 1892, and that if it should at that time apply to the courts to enjoin the company from further operating its road in those streets on the ground that its franchise had expired, its application would be unsuccessful.

J. H. PERKINS,
EDWARD HARRIS.

The following communication from the executive committee of the Chamber of Commerce was read:

ROCHESTER, N. Y., February 17, 1890.

To the Honorable Common Council of the City of Rochester:

GENTLEMEN: At the meeting of your honorable body on February 10th, instant, we presented a memorial requesting a delay of at least a week in the matter of the resolutions relating to the Rochester City and Brighton railway company which your honorable body had then under consideration. Such postponement being courteously made in consequence of the request of the railroad company as well as our own, we have presented our objections to certain details of the proposed contract by counsel before the select committee, and have since in conference with the railroad company's representatives secured its assent to such modifications in the terms of the proposed agreement as seem to us not only to be imperatively required in the interests of the city at large, but which have so far removed our objections that we are glad to recommend the execution of the contract thus modified.

These changes are an explicit stipulation with regard to an equitable system of transfer tickets; the erection of iron poles through the business streets instead of wood; an agreement on the part of the company to erect and operate the electric system on all its lines within a limited period stated in the contract, and the agreement to pay to the city in addition to payments already obligatory upon the company, 1 per cent. of the gross receipts for the first fifteen years after September 30, 1892, and 2 per cent. upon such gross receipts thereafter during the continuance of the franchise.

Other minor modifications not necessary to be detailed here have been agreed upon.

Always in favor of, and anxious to secure, a satisfactory system of rapid transit on the street railway lines of the city, we congratulate your honorable body, our fellow citizens and ourselves upon the spirit of courtesy and fairness with which the representatives of the company have met our objections to the original terms of the proposed contract, and upon the fact that negotiation and discussion have led to such an agreement as will not only give the city, as we hope and believe, a satisfactory system of rapid transit, but will secure in the future some compensation to the city for the privileges enjoyed by the company. And we hope, in view of the advantages which the new system will give the city and of the concessions which have been made, that the work proposed to be undertaken by the company may be assisted by prompt consent from the property owners who must be consulted.

All of which is most respectfully submitted.

L. P. ROSS,
H. C. BREWSTER,
A. S. HAMILTON,
T. B. GRIFFITH,
W. S. KIMBALL,
W. C. BARRY,
H. B. HATHAWAY,
JAMES G. CUTLER,
JOHN FAHY,
GEORGE C. BUELL,

The executive committee of the chamber of commerce.

The report of the committee and accompanying legal opinion and the communication of the Chamber of Commerce were ordered received, filed and published. Resolutions were offered by Ald. Fee changing slightly the wording of the original resolutions, according to the suggestions in the committee's report, and adding the following:

Resolved, That the pending resolutions be amended by adding the following:

It is further resolved, That from and after the 1st day of November, 1892, the said company, its successors and assigns, shall, during its or their corporate existence, charge no passenger more than five cents for one continuous ride from any point of its road, or on any road or line or branch operated by it or under its control, to any other point thereon, or on any connecting branch thereof, within the limits of the city of Rochester.

It is further resolved, That from and after November 1, 1892, the said company, its successors and assigns, shall during its or their corporate existence, operate all of the main lines of its or their railroad with a conductor upon each car.

It is further resolved, that from and after the 30th day of September, 1892, and for a period of 15 years, said company, its successors and assigns, shall, in addition to the payments required to be made by contracts heretofore entered into between the city of Rochester and said company, pay to the city of Rochester, on the 1st day of November of each and every year during said period of 15 years, 1 per cent. upon the [illegible] signs, it shall pay yearly, on the 1st day of November, 2 per cent. upon the entire gross receipts of said company, its successors and assigns.

It is further resolved that the work of con[illegible]

It is further resolved that the grant set forth in these resolutions shall not be binding on said city, unless formally accepted by said railroad company within 60 days, in such manner as shall legally bind said company to perform the same on its part, and as shall be approved by the city attorney.

It is further resolved that the poles to be erected in the business section of the city shall be of iron.

It is further resolved that the books of said company shall be open to inspection and examination by the treasurer of the city of Rochester, or his duly appointed agent, for the purpose of ascertaining the correctness of any statement by said railroad company as to said gross receipts; and it is further provided that if the said Rochester City and Brighton railroad company, its successors or assigns, fail to comply with any of the provisions of these resolutions, as to time of construction and beginning the operation of the system permitted by these resolutions, or in respect to the payment of that portion of its gross earnings agreed to be paid to said city, or the exhibition of its books, as above provided, all grants and promises conferred by these resolutions shall cease and the grant hereby conferred shall become void, except that if the construction of its system of works or its operation shall be stayed by injunction issued on the application of an property owner, or if it shall be delayed by reason of its inability to procure the necessary permission to make such construction or commence such operation on any street, the time of such stay or necessary delay shall not be taken into account as forming any part of the time allowed by these resolutions for such construction or beginning such operation on said street. It is also understood and agreed that nothing herein contained shall be deemed to relieve the railroad company from paying the annual license fee now required to be paid for each car placed upon said road, but the payment herein provided for shall be in addition thereto.

Allegations being in order, John N. Beckley, on behalf of the company, said the company is under obligations to the council for courteous treatment, which he desired to publicly acknowledge. He believed that the committee and council had worked with an eye single to the best interests of the people with reference to these matters. He added also that he believed the executive committee of the Chamber of Commerce had acted for the best interests of the city, and although it had at first come in conflict with the company, still no member of the company had any complaint to make. He believed that if the ordinance be adopted and the consent of railroad commissioners and property owners be obtained, that the introduction of an electric railroad system would build up the city, making it a real city instead of a small village.

Sidney B. Roby was heard and urged that action be delayed so that people may read in to-day's papers the nature of the resolutions before they are adopted. He protested against the adoption of a contract for so long a period of time.

George C. Buell reviewed the course of the Chamber of Commerce, stating that the company had met the chamber on liberal and broad grounds, substantially conceding all the changes in the contract asked by the chamber's executive committee. He estimated that at the rate of compensation agreed upon, with the company's business increasing as the city grows, that the company will pay the city not less than a million dollars and possibly as much as a million and one-half dollars during its corporate existence.

All the resolutions as offered by Ald. Fee were adopted unanimously, as was the following, offered by the same alderman:

Resolved, That the special committee on change of system of operation of the Rochester City and Brighton railroad from horse power to electric power, to which the Mayor is hereby added, be continued, and that said committee and its successor shall have and exercise the powers, while this board is not in session, which this board is possessed of under the provisions of the resolutions adopted at this meeting with reference to such change of system of operation.

A communication was received from J. Y. McClintock, secretary of the Chamber of Commerce, withdrawing his request that the council appropriate a sum of money for the Chamber to use in collecting census information.

On motion of Alderman Selye the report of the law committee presented at the last meeting, was reconsidered as far as it related to the Lake avenue assessment matter and referred back to the committee. The alderman explained that there are some new facts in the matter which he wished to present to the committee. The ordinance for improving Haag's alley was reconsidered and action postponed. Alderman Tracy introduced a resolution which was adopted asking the Senator and Assemblyman from this district to endeavor to secure an appropriation for a lift or swing bridge over the canal at Ford street. Then the council adjourned until Wednesday evening, March 5th.

[...]STIGATION CLOSED

[...] PRESENTED TO THE SUPERVISORS.

[...]rustees of the Court House and Jail Severely Censured by the Committee on Investigation—Facts and Figures.

The committee which has been investigating the accounts of last year's trustees of the Court House and Jail for several weeks presented their report to the Board this afternoon. On account of the great interest which has been taken by the public in this matter the report is given in full as follows:

To the Board of Supervisors of the County of Monroe:

Your committee to whom was referred to investigate as to "all matters and transactions connected with the repairs of the Court House from October 1, 1888, to December 1, 1889," with power to employ counsel, if necessary, to send for papers and persons and examine witnesses, by resolution of your honorable Board passed January 9, 1890, respectfully report:

That your committee proceeded at once to the performance of its duties by procuring the written opinion of Mr. George T. Parker as to the power of the committee to examine witnesses. Mr. Parker having advised your committee that it had such power, the committee on January 14th employed Walter S. Hubbell as counsel and commenced the active work of investigation. Some time was spent in the examination of accounts and vouchers, which were numerous, and some of which were voluminous and complicated. Witnesses were subpoenaed and on January 24th began the taking of testimony.

Edward J. Rice was the first witness called, but before being sworn he stated to the committee that he desired to make a communication. He informed the committee that he desired to withdraw the proposition which he had submitted to the Board, and which the Board had referred to the committee, on account of misstatements contained in it, and he desired to substitute a new proposition in its place.

The committee declined to act upon the new proposition for the reason that, as they were advised, they had no power to take any action upon it under the resolution appointing them. Your committee are of the opinion, however, that the proposition is of no practical importance, as it was not accompanied with a bond and was less likely to be carried out by Mr. Rice than the former proposition, which, as your committee understand, he substantially refused to carry out.

Your committee submit the proposition herewith as a part of this report:

Your committee has been engaged in taking testimony every week day, excepting one, between January 23d and February 8th, and on that day experts were examining the building and counsel was engaged, while every day since February 5th has been wholly or partially employed in matters connected with the investigation. They have met with many difficulties in procuring evidence: some of the witnesses who know the most about the facts inquired into refused to answer material questions and application was made to a justice of the Supreme Court, who issued an attachment and directed the witness, Edward J. Rice, to answer on pain of imprisonment. This necessarily delayed the investigation.

The most important document in the possession of the committee, to wit: the large itemized bill rendered by Edward J. Rice to the trustees, which was put in evidence on January 24th, after its correctness was testified to by E. J. Rice, mysteriously disappeared from the room in which the investigation was being conducted, about noon Saturday, the 25th. It was either lost or stolen, but fortunately the attorney for the committee had a full copy of it, which subsequently proved of great service.

More than 500 pages of typewritten testimony were taken, thirty-six witnesses being sworn; but while the time consumed in doing the work was large, your committee feel amply repaid for their labor, for they believe they have brought a great fraud to light, and are able to show that abuses have existed which should be remedied.

Your committee further report the following as facts which have been established to the full satisfaction of the committee.

That during the year 1888-9 Supervisors Redman, McKelvey and Diver constituted the Standing Committee known as the trustees of the Court House and Jail, they having been elected as such by the Board. That they each received as trustee a salary of $150; that on January 19, 1889, Supervisors Rice and Marsielje were appointed a committee to ascertain and report as to certain statements that had been made in regard to the sanitary condition of the Court House; upon the presentation of their report, they, together with said trustees, were appointed a joint committee to investigate and report as to the expense of putting the Court House in sanitary condition. On the 5th day of February, 1889, that committee made a report of which the following is a copy:

To the Honorable, the Board of Supervisors:

GENTLEMEN—Your joint committee who were delegated to ascertain the cost of placing the Court House in proper sanitary condition, would most respectfully report: That after a careful investigation and consultation with several competent plumbers, we have estimated the cost at $1,700. Respectfully submitted,

J. S. REDMAN,
WILLIAM S. MCKELVEY,
B. A. DIVER,
JOHN RICE,
ABRAHAM MARSIELJE,
Committee.

Thereafter upon motion of Supervisor Goss a resolution was adopted by which "the question of the sanitary condition of the Court House was referred to the trustees of the Court House and Jail, with power to act as would best serve the interests of the county."

This resolution, together with the custom heretofore adopted, was the sole authority of the trustees in making the repairs to and expenditures upon the Court House hereinafter referred to.

The trustees, after some consultation among themselves, but without any consultation with any other plumber or mason or any practical steam heating or ventilating firm or individual met Supervisor Marsielje, and one Edward J. Rice in his room in the evening about February 6th, 1889, and made a verbal contract with said Edwin J. Rice by which in substance they authorized said Rice to put the Court House in good sanitary condition, he to be the sole judge of the character and amount of the work done and they to pay for it when he rendered his bill; the only stipulation which they exacted on his part was that the quality of the plumbing work and material should be the best and that he would charge fair prices for the materials furnished and work done. At the time, as the trustees all testified, none of them knew as to whether said Rice was a responsible man, or as to whether he was a licensed plumber even, or as to whether he ever had a contract with any person or corporation before, or as to whether he was one of the firm of Rice Brothers, or as to whether he knew anything about mason work, steam heating or ventilation, or as to whether the contract they had made with him covered $1,500 or $15,000. The trustees apparently gave him carte blanche to do as he pleased provided only the quality of the work and materials was good and the prices fair.

Mr. Rice was not slow to appreciate the situation. The bargain was scarcely closed when he began operations. As nearly as can be ascertained the bargain was made after the final adjournment of the Board, which was on Friday, February 8th. On Monday, February 11th, the inspector, Supervisor Marsielje, who had been appointed such by the trustees at a salary of $3 per day at the same meeting at which the job was let to Rice, was [illegible] in the building, and the work was not completed by Rice until the fore part of May, the work of the inspector closing with the first day of that month.

At some time between April 25th and May 7th Rice rendered his first and only itemized statement of account. It has been impossible to fix the exact date at which the bill was rendered, but it was dated April 25th and the receipt for the last payment of account is dated May 7th, 1889, and credited upon the bill as of that date. Your committee are satisfied, however, that it was not rendered prior to April 27th.

Prior to the time this bill was rendered by Rice the trustees paid him various amounts on account as follows:

February 27th	$500 00
March 8th	700 00
March 22nd	1,500 00
March 29th	[illegible]
April 6th	[illegible]
April 13th	[illegible]
April 20th, previously paid to Marsielje	[illegible]
April 29th	[illegible]
Making a total of	[illegible]

The total amount of Rice's said bill was $[illegible], besides $[illegible] credited for old lead, the various total costs of work and materials in each of the various fields in which he was operating being summarized in the bill itself as follows:

Plumbing	$[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Ventilation	[illegible]
Carpenters	[illegible]
[illegible]	[illegible]

and a number of other plumbers and dealers as to prices, and from the almost unanimous testimony of these witnesses your committee does not hesitate in saying that Mr. Rice charged grossly excessive prices for almost all of the plumbing and steam heating materials furnished by him.

It was impossible for your committee to take proofs as to the prices charged for each separate article named in Rice's bill. It is equally impossible for them to enumerate all these in reference to which they did take testimony, but the following more prominent articles will serve as fair illustrations of the entire bill:

	Rice's charge.	Experts' price.
8-inch extra heavy cast iron pipe per foot	$2 21	$1 35
6-inch extra heavy cast iron pipe per foot	1 10	72
5-inch extra heavy cast iron pipe per foot	90	60
4-inch extra heavy cast iron pipe per foot	70	45
3-inch extra heavy cast iron pipe per foot	50	33
2-inch extra heavy cast iron pipe per foot	30	21

The following are the prices of the same pipe purchased by Rice of Sloan while the job was going on:

2 inch extra heavy	12¼ cents per foot.
2 " standard	8 2-5 "
4 " extra heavy	20¼ "
4 " standard	12 3-5 "
5 " extra heavy	35 "
5 " standard	17¾ "
6 " extra heavy	42 "
6 " standard	21 "

and on most of the pipe he purchased of Sloan he paid less than the above prices. The prices for this soil pipe as given by the experts and other plumbers were, as they each testified, prices at which the plumber would make a fair profit, and prices at which they would have furnished the extra heavy pipe to any customer in the usual course of business; but it must be borne in mind that 555 feet of this pipe, instead of being extra heavy, was of the standard or light.

In Mr. Rice's bill are included twenty-six radiators, twenty-four of which are the Bundy radiator and the other two the Hied radiator. None of the trustees seemed to know exactly by what authority Rice put in these radiators, as none of them knew they were to be put in until they saw them brought into the building or after they saw one or more in place.

Rice Brothers purchased these radiators of Samuel Sloan at a total cost, including cartage, etc., of $888.30, delivered at the Court House in Rochester. Mr. Sloan's price to Rice at that time was 10 per cent. less than the price charged by him on sales to consumers. Rice charged these radiators to the county at a total of $1,632.95, a modest profit of $754.65, besides what profit he made on the work of setting them.

The circular radiator in the law library cost Rice Brothers $83, delivered in the Court House. Rice charged the county $158.60 for it. Sloan sold Rice Brothers the large radiator in the County Clerk's office for $74, delivered. Rice charged it in his bill at $139.60, a profit of nearly 90 per cent.

Some of the radiators which Rice put into the building were second-hand radiators, having been formerly used in the Dansville Sanitarium or elsewhere, on which account Sloan sold them to Rice at 10 per cent. discount, but your committee have not been able to perceive any deduction on that account in Rice's bill to the county.

Oakum furnished another glaring illustration of overcharging. Mr. Rice has charged the county for 612 pounds of oakum for use in caulking joints. It is all charged to the county at 20 cents per pound, making a total of $122.40. Rice paid 7 cents a pound for some, if not all, of the oakum used. Seven cents per pound was what anyone could have purchased it for at Field's in Rochester. It was customary for plumbers to charge their customers 12 cents a pound or less for it last year, so that on this item Mr. Rice made a profit of $79.50, or in other words a profit of 185 per cent. If he had charged the prices that plumbers usually charge for oakum, viz: 12 cents, he would then have made a profit of $30.60 on the $42.84 which he claims to have invested in oakum. As we shall show hereafter, however, it appears quite clear that he did not use 612 pounds, or nearly that amount, in the job.

Another item of significance is steam and cast iron fittings. Mr. Rice has charged about list prices on practically all of the fittings. He purchased these at a discount of from 65 to 70 per cent. off the list prices and all the plumbers testify that in 1889 they were furnishing the same class of fittings to their customers at 40 per cent. off list price, thus leaving the other 25 or 30 per cent. for their profit. For example, if the list price of a T or Y or bend was $1, Rice paid 30 or 35 cents for it and charged it in his bill at $1, while other plumbers were furnishing the same articles at 60 cents. Their profit was only 100 per cent. He was not satisfied with this, but charged a profit of about 200 per cent. It is fair, however, to all the plumbers, to explain that what we have called profit in the illustration just given is not all profit, but it covers breakage, risk and interest on the money invested in the article.

The Mason Work.—This item presents a curious state of facts. Mr. Rice hired, practically, all of his masons and mason help of Supervisor Marsielje, the inspector, who was a practical mason. Mr. Marsielje also furnished most of the material for the mason work. Marsielje paid his masons $3 per day. Rice paid Marsielje for the same mason $3.50 per day, and then charged the county for the same man $4.25 per day.

Mr. Marsielje's bill charges Rice with 54¼ barrels of water lime at $1.25 per barrel, and 21 of Portland cement at $3.50 per barrel, while Rice charges for 50 barrels of water lime at $2 and no cement. Your committee sees no reason why Rice should have charged or been allowed any profit on materials furnished by Marsielje; Rice did not assume any responsibility in the matter, as he was working by the day; Marsielje was inspector and approved the work and material from day to day as the job was going on and the only payments made to Marsielje during the work (amounting to $800) were made directly to Marsielje by orders issued to him by the trustees; but in this case as in almost every other item of the bill, the county was paying toll to Rice on every article that went into the building.

Your committee has selected only a few items to illustrate the character of the charges made by Rice. Some idea of the outrageous overcharges can be gathered from the fact that the three experts after careful measurements and computations report that the full value of all the plumbing material in the job was only $2,408.76, allowing liberal prices—such prices as they would have furnished the same materials for—while Rice has charged $5,032.56 for the plumbing material in the bill he has rendered. This vast difference can easily be accounted for when you remember that Rice purchased some of his 5-inch soil pipe (250 feet or more) of Mr. Sloan at 17¼ cents per foot and sold it to the county at 90 cents per foot; and paid 12 2-5 cents per foot for 180 feet or more of 4-inch pipe, and sold it to the county at 70 cents per foot, thus making a profit of $248.32 on these two items alone.

But these items and charges, exorbitant as they were, were all specified in the bill rendered, so far as the prices were concerned, and the final payment was made by the trustees after they had an opportunity to ascertain whether the prices were reasonable or not.

Your committee now comes to a subject which is more serious and one upon which Your Committee would have been glad to be able to make a different report, to wit: The amount of work and material charged in Rice's bill as compared with the actual amount that went into the job.

Your committee are satisfied that Mr. Rice did not use or furnish in the job nearly the amount of material specified in his bill and for which he was paid. It would take too much space to detail the proofs in this regard, and your committee will therefore content themselves with selecting only a few items.

First, as to materials:

Mr. Rice charged for 1,579¼ feet of cast iron [soil] pipe; the three experts who measured the work report that there are, all told, but 1,145 feet, and that in making the measurements they made the usual liberal allowances:

Of this 1,145 feet, 590 feet is extra heavy and 555 feet light weight, and yet Mr. Rice charged about extra heavy list price for every foot of pipe, including the light or standard, the market price of which is about one-half as much as the extra heavy. Mr. Rice charges for the following amounts of the different sizes of soil pipe, viz:

	Feet.
2-inch soil pipe	61
3 "	4½
4 "	[illegible]
5 "	445
6 "	250
8 "	100
Total	1,579¼

While the experts report the following as the correct amount:

	Feet
2-inch soil pipe	[illegible]
3 "	[illegible]
4 "	[illegible]
5 "	[illegible]
6 "	[illegible]
8 "	[illegible]
Total	[illegible]

The experts had no way of distinguishing the pipe which Rice put in from pipe which was placed in the building the year previous, and some of the discrepancies may possibly be accounted for by that fact.

More 4-inch pipe is used than of any other size. [illegible]

which Rice's bill includes 831 feet 6 inches, while the expert plumbers report only 273 feet and 8 inches. The following statement shows the differences in the different sizes:

	Rice's bill, feet.	in.	Experts' report, feet.	in.
½ inch galvanized pipe	81	6	213	
1 "	193	3	150	6
1¼ "	435		123	8
1½ "	156	6	145	3
¾ "	831	6	272	8
Totals	1,697	11	888	8

It is possible that the figures above given may not be exactly correct, as it was very difficult to select the numerous items composing them; but the work was done with care and your committee believes that they are substantially correct. Solder affords another illustration. There are 547 pounds of this charged in Rice's bill, while the experts report 205 pounds as a fair estimate of the quantity used.

Oakum furnishes still another sample of over-weighing as well as overcharging, for the experts say that 400 pounds is a liberal allowance, while Rice has charged for 612 pounds. Mr. Creelman, at the request of the committee, calked a joint in a six-inch iron pipe and found that it took one-fourth of a pound. There were about 500 joints in the job, and as a large majority of these were in four and two-inch pipe, each joint would take, on the average, less than one-quarter of a pound. It will thus be seen that, even allowing for a great amount of waste, the experts have been more than liberal with Rice in their estimate of the amount of oakum used.

Careful measurements made by the expert plumbers show that there are but 776 pounds of lead pipe, while Rice has charged for 3,780 pounds, an overcharge of 3,004 pounds, the majority of which he billed at 9 cents a pound, the balance at 8 cents, thus charging at least $255.34 for lead pipe, not a pound of which was furnished.

Rice charges for 2,006¾ pounds of sheet lead, while he furnishes, as the experts report, only 484 pounds. On this item alone he overcharged 484 pounds—$137.20.

The figures we have given do not by any means exhaust the list. If the measurements and estimates made by Messrs. Hied, Creelman & Dumond are correct, or even if large additions be made to them, still in almost every kind of material named in Rice's bill, quantities seem to have been charged at random, and unfortunately for the county, the figures are almost without exception, large in excess of the actual quantities furnished. It is impossible that all these discrepancies could have been due to honest mistakes. As we have already stated, it is impossible to give a summary that will give all the overcharges, either in quantity or quality. Your committee could, if space permitted, furnish many additional items from Rice's bill. Such, for example, as water closets, tanks, urinals, gasoline, lumber, ventilation, pipe and wrought iron pipe, but enough has been shown to prove the character of the bill rendered. And full justice was done to Rice by the experts for they included in their measurements all of the pipe in the building, without reference to the fact as to whether it was put in by Rice or was in the building before Rice began work, excepting the stack in the supervisors' room, which was new, having been put in the building the year before Rice began work and which he did not change.

Your committee found that the labor charged in Mr. Rice's bill afforded another field for investigation. The following is a summary of the time he has charged:

	Days.	Per Day.
Masons	205½	$4 25
Labor (mason)	253	2 00
Tinsmith	45	4 00
Tinsmith helper	45	
Plumber (sewer)	92 9-10	6 00
Plumber helper	92 9-10	
Labor (sewer)	83 1-5	2 00
Steamfitter	64 8-10	6 00
Steamfitter helper	64 8-10	
Carpenters	93	3 50
Plumber	198 9-10	6 00
Plumber helper	198 9-10	
Blacksmith	17 6-10	6 00
Total	1,455½ days.	

The entire time consumed in the work was 69 working days, according to the inspector's testimony, so that, if Rice's figures are true, he must have had (on the average) 21 men, including helpers, at work each day, 10 hours a day, from February 11th to and including May 1st. As the inspector testifies, Rice commenced with a small number and gradually increased and then the number gradually fell off, so that if Rice's figures are correct, he must have had some days a good many more than 21 men at work in the building at the same time, which is hardly credible.

Mr. Marsielje's bill to Rice calls for 145½ days mason work and 203 days for mason help, while Rice charges for 205½ days mason work and 253 days help. Edward J. Rice tries to account for this by saying he had hired a couple of masons in addition to those furnished by Marsielje. When asked who they were, he could not tell. He said they were men he had picked up. When asked if he kept account of their time, he said he had it in a little book but had lost the book. He could give no very definite idea of the length of time they worked.

Notwithstanding the amount of testimony taken, it is impossible for your committee to report, even approximately, the amount of overcharges in Rice's bill, but it runs up into the thousands.

But Mr. Rice did not receive all the money expended for repairs to the Court House and jail between October 1, 1888, and December 1, 1889. Some plumbing was done at the jail, a large amount was expended for the ordinary running expenses of both buildings, and an unusually large sum for painting the Court House.

The outside painting of the Court House was advertised for and several bids were made. William Huddy was the successful competitor, his bid being $445. On the inside work there were several bidders, including Mr. Huddy and one of his workmen; the latter being the lower bidder the work was given to him for $415, and then he assigned his contract to Huddy who did the work. Huddy's entire bill was $1,958.48, all of it over the $860, above referred to, being for extras not specified in the contract. In addition to this the following amount was paid for painting and material used in painting the Court House, viz.: $1,109.18, making with Huddy's bill a total of $3,067.66 expended for painting and material. Your committee find it impossible to follow the various items of the painting bills, as so much of it was patch work, so we are unable to make any satisfactory report upon it, but your committee are satisfied that, had the entire painting job been let by contract, it could have been done for much less than was paid for it.

It appears from the evidence taken by your committee that the custom of allowing supervisors to do work or furnish material for the county is a growing evil. Several supervisors figure in the bills paid by last year's trustees. Supervisor John Rice and Marsielje were appointed a committee to report as to the alleged unsanitary condition of the Court House and afterwards with the three trustees were appointed to report the estimated costs of putting the building in a sanitary condition. This joint committee estimated $1,700 as the cost. Almost immediately after the trustees were authorized to repair the Court House, they appointed Supervisor Marsielje as inspector and made a contract with (or through) E. J. Rice, a brother of the supervisor, to do the work on the Court House. The trustees, or at least two of them, testified that they supposed, or took it for granted that Edward J. Rice was a member of the firm of Rice Brothers, of which John Rice was the senior member.

The firm of Rice Brothers furnished most of the material used by Edward J. Rice, it was all or partly ordered in their name by E. J. Rice. All or a large part of the money paid by the trustees to Edward J. Rice went into the bank account of Rice Brothers. Nearly all of the plumbers and helpers in Rice Brothers' employ worked on the job. Edward J. Rice had been connected in business with Rice Brothers for years, and John Rice swore he never knew of Edward J. Rice having a contract of his own until this one. The itemized account furnished by Edward J. Rice was in the handwriting of Rice Brothers' bookkeeper and the only account kept by Edward J. Rice was in Rice Brothers' books. These facts and others have forced your committee to the conclusion that Supervisor Rice was at least indirectly interested in the contract and this conclusion has been greatly strengthened by the very evasive testimony of Supervisor Rice on his last examination and the refusal of each of the Rices to produce books, papers or memoranda.

Supervisor Marsielje's case is somewhat different. He furnished labor and materials to the amount of $1,[illegible], making a profit on each. His bill was rendered nominally to Edward J. Rice, but the trustees gave him two orders, amounting to $800, in part payment of it. While doing this work he was being paid $3 per day as inspector on the whole job, including his own work. He charged for 69 days as inspector, while the entire time could not have been over 60 days, during three of which the Board was in session; so that he could not properly have been allowed for more than 60 days, even if he had been present 10 hours a day each working day. In justice to Supervisor Marsielje, however, it should be said that he claims that eight days of the time overcharged are accounted for by the mistake made in supposing when he made out his bill that he commenced work February 4th instead of February 11th, and he also says it was a mistake in charging as inspector for the three days when the Board was in session, and he offers to refund the extra amount overcharged. As inspector, however, he should have kept track of his own time and also should have kept sufficient track of the materials used and time consumed in the work to properly protect the interests of the county. By his own testimony he did neither.

Your committee cannot too strongly condemn the action of the trustees of last year, Supervisors Redman, McKelvey and Diver. [illegible] tees of the Court House and Jail or Supervisor Marsielje with dishonesty, but they all seem to have acted in an almost criminally negligent manner.

Morally they may have some excuse, but as business men, and especially as public officials charged with an important public duty, no excuse can be offered for their gross negligence. An hour or two spent in examining Rice's bill would undoubtedly have saved the county thousands of dollars. Besides this, they should have been warned by the great overdrafts they were making—overdrafts so large that they were wholly unwarranted and inexcusable. A proper contract with Rice would have saved the necessity for such enormous expenditures for plumbing, etc. Application to the board for instructions at its special session in April would have brought to light the dangerous game that was being played upon them. But they simply did nothing. It would have been just as well, apparently, if Rice had been both plumber and sole trustee. The only redeeming feature in connection with the whole affair seems to be that the work done and material furnished by Rice was first-class, with the exception that he furnished standard pipe and fittings where extra heavy were charged for.

Your committee examined County Treasurer McVean in regard to [illegible] payment by him of the $18,000 overdraft upon the Court House and Jail account. It appears that it has been customary for many years to overdraw several of the accounts, including the one above referred to. The practice is undoubtedly a dangerous one, for if the county should ever be cursed with a dishonest Treasurer, he might, by collusion with dishonest trustees, rob the county to an unlimited extent by means of orders which, upon their face, were regular. Your committee has suggested one safeguard against this possible danger in one of the recommendations with which this report closes.

Notwithstanding the great length of this report, Your Committee are obliged to add that it is not a final one. Some of the witnesses, whose mouths should have been the first to open, refused to testify and Your Committee has been obliged to take proceedings in court to compel them, if possible, to answer.

We advise that the legal questions thus raised be settled, as it is of importance that this board should know whether or not it has power to compel the attendance of witnesses and the production of books.

By reason of the refusal of these witnesses to produce books and to answer questions, your committee are not able to report as to many things which this board should know in order to take proper steps and pass proper resolutions to remedy the evil already done and to prevent trustees from falling into similar errors again, as well as to decide as to what legal action, if any, the board will direct to be taken to recover the money out of which the county has apparently been defrauded.

In conclusion your committee would respectfully make the following recommendations:

1. That steps be taken to procure an amendment to the law which shall clearly prohibit any supervisor from furnishing any material or doing any work for the county, either directly or indirectly.

2. That hereafter all bills for supplies for or repairs to the Court House or jail shall be presented to and audited by the board in the same manner in which other claims against the county are presented and audited, but that a sum be appropriated each year for cleaning the Court House; and that the trustees of the Court House and jail draw orders on such appropriation to pay for cleaning and for no other purpose.

3. That on or before the tenth day of each annual session the trustees of the Court House and Jail report to the board what permanent repairs are necessary for the coming year, but no such repairs shall be made unless directed by a resolution passed by this board, and when such repairs are made under a contract such contract shall be in writing and shall be reported to the board at its first annual or special session.

4. That this committee be authorized to continue the work of investigation after the adjournment of the board, with power to send for persons and papers and to subpoena witnesses, and to continue the legal proceedings now pending and to commence other actions and proceedings, if necessary, with all the powers that it now possesses.

The object of this recommendation is for the purpose of continuing the work thus far prevented by the refusal of witnesses to answer questions which this committee deem essential in order to ascertain the facts which this board ought to know in order to pass the necessary resolutions to protect the interest, property and legal rights of the county; and to recover some of the moneys illegally or fraudulently procured, your committee deeming it of vital importance that the contempt proceedings now pending should be prosecuted to a final determination.

All of which is most respectfully submitted,

GEORGE W. STEITZ,
JOHN M. LOWDEN,
LYMAN M. OTIS,
W. H. SOURS,
GEO. A. GOSS,
Committee.

After the report was read Supervisor Steitz offered a resolution providing for the continuing of the committee in accordance with the closing recommendations of the report.

This resolution was laid over under the rules.

Sup. Runyan offered a resolution directing the committee to collect all its bills in time to be presented to the present board. This resolution was also laid over.

Sup. Canberry suggested that some of the supervisors censured in the report should be heard. He invited Sup. McKelvey, for instance, to make an explanation. This was ruled out of order.

MR. WIMAN has told the people of Montreal why the province of Quebec is not prosperous. His theory is that the people do not prosper because they have not free access to their natural market, the United States. This reason is not sufficient. The people of Quebec might manufacture as cheaply as England and establish a commerce with the countries which Great Britain supplies. But there is not the necessary enterprise. A great part of the wealth of Quebec is in the hands of religious orders. The masses are comparatively poor. The young people flee from the stagnation to the States and improve their condition. Mr. Wiman thinks free trade with the United States would solve every difficulty. He is mistaken. Moreover, the United States are not ready to enter upon charitable work of the kind proposed by Mr. Wiman.

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... streets in any city, and said grant ... them to any corporation it sees fit, subject only to the provisions of the constitution and the rights of the individual landowners, passed an act by which is granted to the present street railroad company "the right to maintain and operate a railroad in all the streets of the city of Rochester, in which it has a track now laid." This right was given to the company absolutely. It was not dependent upon the consent of the Common Council. It is a well established principle that any grant of a franchise to a corporation, is a grant for the term of the existence of the corporation unless it is expressly restricted. This grant from the Legislature was, therefore, a grant to the street railroad company of the right to operate its lines in the streets in which they were then constructed, during the term of its corporate existence. The sixth provision of this act, however, said that the act should not be construed as in any way impairing the force or effect of the ordinance of the Common Council in 1862, except as therein specifically provided. That ordinance contained a large number of provisions and regulations which were not modified by the act of the Legislature. This provision was inserted in order that the Street Railroad Company should not claim the power to operate its road regardless of the various regulations imposed by the Common Council and which were deemed conducive to the safety and convenience of citizens. But by the first section the Legislature had already made a grant of the right to operate, which was a specific grant for the existence of the corporation. In that respect, therefore, the Legislature had provided a different term for the operation of this road from that described by the ordinance, and to that extent, as well as in other respects, provided by the act, the act impaired the force and effect of the ordinance; and it was intended that it should. There was no necessity for any act of the Legislature granting to the new corporation the power to run its cars in these streets in which its tracks was laid, for the term of thirty years from 1892. The ordinance, section 28, that all its provisions should be applicable to any new corporation which should thereafter be organized to operate a street railroad, upon the corporation's giving its assent to the ordinance of 1862, could have obtained the right to operate in these streets until 1892. It needed no act of the Legislature to get that power. The granting clause in the first section of the act of 1869 was wholly unnecessary, unless it was intended to give the present corporation the right to operate in these streets not merely until 1892, which it might have acquired otherwise, but for the term of its existence. This was a right which the Legislature had the power to grant if it saw fit to exercise its power. Whether wisely or unwisely, is not a question for us to discuss now.

But even if we are wrong in this construction of the statute, we think this would not alter the legal relations of the city and the street railroad company. The various franchises and rights granted by the city to the street railroad, and the obligations assumed by the railroad, are to be construed together. If recourse is had to the courts, they will be interpreted in the same manner as are the contracts and relations of any two private parties. The courts will consider what rights were intended to be given; what rights it was understood by both parties were possessed, and this must be gathered from all the resolutions, ordinances and agreements bearing upon the question. The streets named in the ordinance of 1862 form but a comparatively small portion of the entire system of the railroad company at this time. They are, however, the center of the whole system, and if the right to operate on these streets was taken away, the operation of the entire system would be practically stopped, and the use of the tracks in the numerous other streets in which they have been laid would be rendered valueless to the corporation, and of no use or convenience to the citizens. During the twenty-one years since 1869, the city has granted to the railroad the right to lay its tracks and operate its road over and through a large number of streets, and the tracks have been laid in them, aggregating altogether very many miles. Unless we have overlooked some grant in our examination, the right in every one of these streets, has been given without restriction. In other words, it cannot be contended that the present company has not the right to operate its road in all the streets granted to it since 1869, for the term of its corporate existence. These grants have been received by the street railroad with the obligation to construct its road and operate it in conformity with the general requirements of the city ordinances. It has been expressly provided that passengers should be carried over them any distance, to the Four Corners, for five cents. To reach the Four Corners on any of these various lines it is necessary to pass over the tracks of either East or West Main, State or Exchange streets, which are four of the streets named in the ordinance of 1862. The city has uniformly treated this system, as it has been treated by the street railroad, as a whole. The street railroad has been required to, and has made its extension a part of the original system. Take for instance the Park avenue line. East Main street, as far as Elm street, is named in the original ordinance. A few years ago the city granted to the corporation the right to construct the Park avenue line, beginning at Elm street and continuing to a certain distance on Park avenue. This grant was for the term of the life of the corporation. It was made and intended to be made a part of the whole system. The railroad had no right to carry a passenger to the corner of Elm street, and charge him 5 cents, and then exact a further fare of 5 cents for bringing him to the Four Corners. It was bound to carry him the whole distance for that fare. Subsequently, and in 1888, under the provisions of the Cantor act, the right was sold to the railroad to construct an extension to the Park avenue line running to the city limits; and this was added to the system as it before existed. In view of all these facts, can the city in 1892, stop the operation of the cars on East Main street, and on the other streets named in the ordinance of 1862, and thus compel the corporation to stop the Park avenue line for instance, at the corner of Elm street, and the various other branches and extensions where they reach the original lines? If it applied to the courts for relief, would they grant an injunction restraining the street railroad from further operating their cars on the streets named in the first ordinance? We do not think they would. Such a construction of the legal relations between the parties would put the city in a position where, after granting these various rights for the term of the life of the corporation, requiring the lines to be built, inviting the expenditure of capital in the equipment of them, requiring passengers to be brought to the Four Corners at a fixed fare, and thus showing its intention to treat the whole system as a unit, it could practically destroy the system and grant the franchise in the streets of the center of the city to some other corporation, and impose upon citizens using the street cars the liability to pay two fares, to two separate corporations, of 5 cents each to reach the Four Corners, instead of being carried by one corporation for one fare. Should the city apply to the courts for relief which would involve such a result, we do not think it will succeed in finding it.

There are many other facts to be considered. Since the Cantor act, the right to operate on various streets, has been sold. These sales were for the life time of the corporation. There was no limitation of time imposed in the terms of the sale, and therefore that is a necessary result. In these sales the corporation bid a certain percentage of its gross receipts. The city has claimed, and rightly claimed, that the system must be regarded as a whole, and that the gross receipts were the entire receipts of the corporation, and not simply the fares collected on the part, branch or extension sold. And this claim has been acceded to. Take for instance the East Main street line. In 1887, a right was sold to the present corporation to construct what was described by the city as an extension branch and line of railroad beginning at its ... junction of West Main and Fitzhugh street. This grant was without restriction in time, and therefore necessarily for the lifetime of the corporation. But it was also provided that the grant should not be operative until [illegible] which the railroad agreed in order to obtain this right, and also to comply with the condition which was for the convenience of the public (because turning cars at the Four Corners was becoming a nuisance) that it would place a turn-table at the junction of West Main and Fitzhugh streets, and maintain and operate the same in connection with some part of the lines of the company, and keep the street within three feet thereof in perfect repair for public use so long as the turn-table should remain there, during the existence of the said company. Can it be successfully contended that when the city has obtained from the corporation a contract to construct this turn-table, keep it in repair and use it in connection with its lines during the term of its existence, it can now claim that the right to run cars at the junction of West Main and Fitzhugh streets was one that expired in 1892, and that it can restrain the said railroad from operating its cars at that point after that time? It does not seem to us that any such claim would be upheld by the courts.

Let us suppose that the street railroad in 1892, should claim that its franchise on the streets named in the resolution of 1862 had expired, and that it would no longer operate over them; that it should refuse to keep the turn-table in repair and to carry the cars on its various lines to it; that it should seek to land its passengers where its extensions touch Main and State streets, collect from them the fare of 5 cents and refuse to carry them to the center of the city, would the courts allow it to take this position? Certainly not. It has assumed obligations which it must perform during its corporate existence, and it possesses rights which correspond to these obligations.

We are, therefore, of the opinion that the city cannot claim that the franchise of the present street railroad to use the streets named in the ordinance of 1862, expires in 1892, and that if it should at that time apply to the courts to enjoin the company from further operating its road in these streets on the ground that its franchise had expired, its application would be unsuccessful.

J. B. PERKINS,
EDWARD HARRIS.

The following communication from the executive committee of the Chamber of Commerce was read:

ROCHESTER, N. Y., February 17, 1890.
To the Honorable Common Council of the City of Rochester:

GENTLEMEN: At the meeting of your honorable body on February 10th, instant, we presented a memorial requesting a delay of at least a week in the matter of the resolutions relating to the Rochester City and Brighton railway company which your honorable body had then under consideration. Such postponement being courteously made in consequence of the request of the railroad company as well as our own, we have presented our objections to certain details of the proposed contract by counsel before the select committee, and have since in conference with the railroad company's representatives secured its assent to such modifications in the terms of the proposed agreement as seem to us not only to be imperatively required in the interests of the city at large, but which have so far removed our objections that we are glad to recommend the execution of the contract thus modified.

These changes are an explicit stipulation with regard to an equitable system of transfer tickets; the erection of iron poles through the business streets instead of wood; an agreement on the part of the company to erect and operate the electric system on all its lines within a limited period stated in the contract, and the agreement to pay to the city in addition to payments already obligatory upon the company, 1 per cent. of the gross receipts for the first fifteen years after September 30, 1892, and 2 per cent. upon such gross receipts thereafter during the continuance of the franchise.

Other minor modifications not necessary to be detailed here have been agreed upon.

Always in favor of, and anxious to secure, a satisfactory system of rapid transit on the street railway lines of the city, we congratulate your honorable body, our fellow citizens and ourselves upon the spirit of courtesy and fairness with which the representatives of the company have met our objections to the original terms of the proposed contract, and upon the fact that negotiation and discussion have led to such an agreement as will not only give the city, as we hope and believe, a satisfactory system of rapid transit, but will secure in the future some compensation to the city for the privileges enjoyed by the company. And we hope, in view of the advantages which the new system will give the city and of the concessions which have been made, that the work proposed to be undertaken by the company may be assisted by prompt consent from the property owners who must be consulted.

All of which is most respectfully submitted.

L. P. ROSS,
H. C. BREWSTER,
A. S. HAMILTON,
T. B. GRIFFITH,
W. H. KIMBALL,
W. C. BARRY,
H. B. HATHAWAY,
JAMES G. CUTLER,
JOHN FAHY,
GEORGE C. BUELL,

The executive committee of the chamber of commerce.

The report of the committee and accompanying legal opinion and the communication of the Chamber of Commerce were ordered received, filed and published. Resolutions were offered by Ald. Fee changing slightly the wording of the original resolutions, according to the suggestions in the committee's report, and adding the following:

Resolved, That the pending resolutions be amended by adding the following:

It is further resolved, That from and after the 1st day of November, 1892, the said company, its successors and assigns, shall, during its or their corporate existence, charge no passenger more than five cents for one continuous ride from any point of its road, or on any road or line or branch operated by it or under its control, to any other point thereon, or on any connecting branch thereof, within the limits of the city of Rochester.

It is further resolved, That from and after November 1, 1899, the said company, its successors and assigns, shall during its or their corporate existence, operate all of the main lines of its or their railroad with a conductor upon each car.

It is further resolved that, from and after the 30th day of September, 1892, and for a period of 15 years, said company, its successors and assigns, shall, in addition to the payments required to be made by contracts heretofore entered into between the city of Rochester and said company, pay to the city of Rochester, on the 1st day of November of each and every year during said period of 15 years, 1 per cent.

[illegible] ... company shall be open to inspection and examination by the Treasurer of the city of Rochester, or his duly appointed agent, for the purpose of ascertaining the correctness of the statements of said railroad company as to [illegible] ... visions of these resolutions, as to time of construction and beginning the operation of the system permitted by these resolutions, or in respect to the payment of that portion of its gross earnings agreed to be paid to said city, or the exhibition of its books, as above provided, all grants and promises conferred by these resolutions shall cease and the grant hereby conferred shall become void, except that if the construction of its system of works or its operation shall be stayed by injunction issued on the application of an property owner, or it it shall be delayed by reason of its inability to procure the necessary permission to make such construction or commence such operation on any street, the time of such stay or necessary delay shall not be taken into account as forming any part of the time allowed by these resolutions for such construction or beginning such operation on said street. It is also understood and agreed that nothing herein contained shall be deemed to relieve the railroad company from paying the annual license fee now required to be paid for each car placed upon said road, but the payment herein provided for shall be in addition thereto.

Allegations being in order, John N. Beckley, on behalf of the company, said the company is under obligations to the council for courteous treatment, which he desired to publicly acknowledge. He believed that the committee and council had worked with an eye single to the best interests of the people with reference to these matters. He added also that he believed the executive committee of the Chamber of Commerce had acted for the best interests of the city, and although it had at first come in conflict with the company, still no member of the company had any complaint to make. He believed that if the ordinance be adopted and the consent of railroad commissioners and property owners be obtained, that the introduction of an electric railroad system would build up the city, making it a real city instead of a small village.

Sidney B. Roby was heard and urged that action be delayed so that people may read in to-day's papers the nature of the resolutions before they are adopted. He protested against the adoption of a contract for so long a period of time.

George C. Buell reviewed the course of the Chamber of Commerce, stating that the company had met the chamber on liberal and broad grounds, substantially conceding all the changes in the contract asked by the chamber's executive committee. He estimated that at the rate of compensation agreed upon, with the company's business increasing as the city grows, that the company will pay the city not less than a million dollars and possibly as much as a million and one-half dollars during its corporate existence.

All the resolutions as offered by Ald. Fee were adopted unanimously, as was the following, offered by the same alderman:

Resolved, That the special committee on change of system of operation of the Rochester City and Brighton railroad from horse power to electric power, to which the Mayor is hereby added, be continued, and that said committee and its successor shall have and exercise the powers, while this board is not in session, which this board is possessed of under the provisions of the resolutions adopted at this meeting with reference to such change of system of operation.

A communication was received from J. Y. McClintock, secretary of the Chamber of Commerce, withdrawing his request that the council appropriate a sum of money for the Chamber to use in collecting census information.

On motion of Alderman Selye the report of the law committee presented at the last meeting, was reconsidered as far as it related to the Lake avenue assessment matter and referred back to the committee. The alderman explained that there are some new facts in the matter which he wished to present to the committee. The ordinance for improving Haag's alley was reconsidered and action postponed. Alderman Tracy introduced a resolution which was adopted asking the Senator and Assemblyman from this district to endeavor to secure an appropriation for a lift or swing bridge over the canal at Ford street. Then the council adjourned until Wednesday evening, March 5th.

The committee which has been investigating the accounts of last year's trustees [illegible] Jail for several [illegible] report to the Board [illegible]. On account of the great interest which has been taken by the public in this matter the report is given in full as follows:

To the Honorable Board of Supervisors of the County of Monroe:

Your committee to whom was referred to investigate "all matters and transactions connected with the repairs of the Court House from [illegible] to December 1, 1889," with power to employ counsel, if necessary, to send for papers and [illegible] and examine witnesses, by resolution of your honorable Board passed January 6, 1890, respectfully report:

Your committee proceeded at once to the performance of its duties by procuring the written opinion of Mr. George T. Parker as to the power of the committee to examine witnesses. Mr. Parker having advised your committee that it had such power, the committee on January 14th employed Walter S. Hubbell as counsel and commenced the active work of investigation. Some time was spent in the examination of accounts and vouchers which were numerous, and some of which were voluminous and complicated. Witnesses were subpoenaed and on January 24th began the taking of testimony.

Edward J. Rice was the first witness called, but before being sworn he stated to the committee that he desired to make a communication. He informed the committee that he desired to withdraw the proposition which he had submitted to the Board, and which the Board had referred to the committee, on account of misstatements contained in it, and that he desired to substitute a new proposition in its place.

Your committee declined to act upon the new proposition for the reason that, as they were advised, they had no power to take any action upon it under the resolution appointing them. Your committee are of the opinion, however, that the proposition is of no practical importance, as it was not accompanied with a bond and was less likely to be carried out by Mr. Rice than the former proposition, which, as your committee understand, he substantially refused to carry out. Your committee submit the proposition herewith as a part of this report.

Your committee has been engaged in taking testimony every week day, excepting one, between January 24th and February 8th, and on that day experts were examining the building and counsel was present, while every day since February 24th has been wholly or partially employed in matters connected with the investigation. They have met with many difficulties in procuring evidence; some of the witnesses who know the most about the facts inquired into refused to answer material questions and application was made to a justice of the Supreme Court, who issued an attachment and directed the witness, Edward J. Rice, to answer on pain of imprisonment. This necessarily delayed the investigation.

The most important document in the possession of the committee, to wit: the large itemized bill rendered by Edward J. Rice to the trustees, which was put in evidence on January 24th, after its correctness was testified to by E. J. Rice, mysteriously disappeared from the room in which the investigation was being conducted, about noon Saturday, the 25th. It was either lost or stolen, but fortunately the attorney for the committee had a full copy of it, which subsequently proved of great service.

More than 500 pages of typewritten testimony were taken, thirty-six witnesses being sworn; but while the time consumed in doing the work was large, your committee feel amply repaid for their labor, for they believe they have brought a great fraud to light, and are able to show that abuses have existed which should be remedied.

Your committee further report the following as facts which have been established to the full satisfaction of the committee.

That during the year 1888-9 Supervisors Redman, McKelvey and Diver constituted the Standing Committee known as the trustees of the Court House and Jail, they having been elected as such by the Board. That they each received as trustee a salary of $150; that on January 19, 1889, Supervisors Rice and Marsielje were appointed a committee to ascertain and report as to certain statements that had been made in regard to the sanitary condition of the Court House; upon the presentation of their report, they, together with said trustees, were appointed a joint committee to investigate and report as to the expense of putting the Court House in sanitary condition. On the 5th day of February, 1889, that committee made a report of which the following is a copy:

To the Honorable, the Board of Supervisors:

GENTLEMEN—Your joint committee who were delegated to ascertain the cost of placing the Court House in proper sanitary condition, would respectfully report: That after a careful investigation and consultation with several competent plumbers, we have estimated the cost at $1,[illegible].

Respectfully submitted,
J. S. REDMAN,
WILLIAM S. MCKELVEY,
B. A. DIVER,
JOHN RICE,
ABRAHAM MARSIELJE,
Committee.

Thereafter upon motion of Supervisor Goss a resolution was adopted by which "the question of the sanitary condition of the Court House was referred to the trustees of the Court House and Jail, with power to act as would best serve the interests of the county."

This resolution, together with the custom heretofore adopted, was the sole authority of the trustees in making the repairs to and expenditures upon the Court House hereinafter referred to.

The trustees, after some consultation among themselves, but without any consultation with any other plumber or mason or any practical man in heating or ventilating firm or individual met Supervisor Marsielje, and one Edward J. Rice in a room in the evening about February 8th, 1889, and made a verbal contract with said Edwin J. Rice by which in substance then authorized said Rice to put the Court House in good sanitary condition, he to be the sole judge of the character and amount of the work done and they to pay for it when he rendered his bill; the only stipulation which they exacted on his part was that the quality of the plumbing work and material should be the best and that he would charge fair prices for the materials furnished and work done. At the time, as the trustees all testified, none of them knew as to whether said Rice was a responsible man, or as to whether he was a licensed plumber even, or as to whether he ever had a contract with any person or corporation before, or as to whether he was one of the firm of Rice Brothers, or as to whether he knew anything about mason work, steam heating or ventilation, or as to whether the contract they had made with him covered $1,700 or $15,000. The trustees apparently gave him carte blanche to do as he pleased provided only the quality of the work and materials was good and the prices fair.

Mr. Rice was not slow to appreciate the situation. The bargain was scarcely closed when he began operations. As nearly as can be ascertained the bargain was made after the final adjournment of the Board, which was on Friday, February 8th. On Monday, February 11th, the inspector, Supervisor Marsielje, who had been appointed such by the trustees at a salary of $3 per day at the same meeting at which the job was let to Rice, was engaged in [illegible] work in the building, and the work was not completed by Rice until the fore part of May, the work of the inspector closing with the [illegible] day of that month.

At some time between April 25th and May 7th Rice rendered his first and only itemized statement of account. It has been impossible to fix the exact date at which the bill was rendered but it was dated April 25th and the receipt for the last payment of account is dated May 7th, 1889, and credited upon the bill as of that date. Your committee are satisfied, however, that it was not rendered prior to April 27th.

Prior to the time this bill was rendered by Rice the trustees paid him various amounts on account as follows:

February 27th	$ 500 00
March 8th	700 00
March 22nd	1,800 00
March 30th	1,000 00
April 6th	1,000 00
April 13th	1,100 00
April 20th, previously paid to Marsielje	800 00
April 26th	3,000 00
Making a total of	$9,400 00

The total amount of Rice's said bill was $12,041.26 besides $103.50 credited for old lead, the various total costs of work and materials in each of the various fields in which he was operating being summarized in the bill itself as follows:

Plumbing	$4,539 35
Sewer	2,3[illegible] 15
Steam	2,[illegible] 93
Ventilation	549 75
Carpenters	569 57
Mason	1,891 51
Total	$12,041 26

It did not take long to satisfy the committee that the bill above referred to was grossly excessive in the prices charged; a little further examination convinced them that it was fraudulent in the amount of materials charged; to prove these two was a difficult and perplexing task. E. J. Rice swore that he kept no separate books of account, and Rice Brothers refused to produce their books. Your committee called in three expert plumbers, T. G. Reid, J. A. Creelman and Alonzo A. Dumond, all practical and well known plumbers all members of the Master Plumbers' Association, the last name being the president and the last, one of the secretaries of that organization. As the firm of Rice Brothers was also a member of the same association your committee believed that no one could complain that the committee had been unfair in its selection.

The experts spent several days in making a thorough examination of all the plumbing which Rice had done and made an extensive written report showing in detail the quantity and quality of all the material used and the fair prices at which plumbers furnished such material to customers in Rochester during the period covered by Rice's [illegible].

Your committee also swore each of these experts

[illegible] extra heavy cast iron pipe per foot	[illegible] 21	[illegible]
5-inch extra heavy cast iron pipe per foot	1 10	72
5-inch extra heavy cast iron pipe per foot	90	60
4-inch extra heavy cast iron pipe per foot	70	45
3-inch extra heavy cast iron pipe per foot	50	33
2-inch extra heavy cast iron pipe per foot	50	21

The following are the prices of the same pipe purchased by Rice of Sloan while the job was going on:

2 inch extra heavy	12½ cents per foot.
2 " standard	8 2-5 " "
4 " extra heavy	28¼ " "
4 " standard	12 3-5 " "
5 " extra heavy	35 " "
5 " standard	17½ " "
6 " extra heavy	42 " "
6 " standard	21 " "

and on most of the pipe he purchased of Sloan he paid less than the above prices. The prices for this soil pipe as given by the experts and other plumbers were, as they each testified, prices at which the plumber would make a fair profit, and prices at which they would have furnished the extra heavy pipe to any customer in the usual course of business; but it must be borne in mind that 555 feet of this pipe, instead of being extra heavy, was of the standard or light.

In Mr. Rice's bill are included twenty-six radiators, twenty-four of which are the Bundy radiator and the other two the Ried radiator. None of the trustees seemed to know exactly by what authority Rice put in these radiators, as none of them knew they were to be put in until they saw them brought into the building or after they saw one or more in place.

Rice Brothers purchased these radiators of Samuel Sloan at a total cost, including cartage, etc., of $698.30, delivered at the Court House in Rochester. Mr. Sloan's price to Rice at that time was 10 per cent. less than the price charged by him on sales to consumers. Rice charged these radiators to the county at a total of $1,432.96, a modest profit of $734.66, besides what profit he made on the work of setting them.

The circular radiator in the law library cost Rice Brothers $83, delivered in the Court House. Rice charged the county $158.60 for it. Sloan sold Rice Brothers the large radiator in the County Clerk's office for $74, delivered. Rice charged it in his bill at $138.60, a profit of nearly 90 per cent.

Some of the radiators which Rice put into the building were second-hand radiators, having been formerly used in the Dansville Sanitarium or elsewhere, on which account Sloan sold them to Rice at 10 per cent. discount, but your committee have not been able to perceive any deduction on that account in Rice's bill to the county.

Oakum furnished another glaring illustration of overcharging. Mr. Rice has charged the county for 612 pounds of oakum for use in caulking joints. It is all charged to the county at 20 cents per pound, making a total of $122.40. Rice paid 7 cents a pound for some, if not all, of the oakum used. Seven cents per pound was what anyone could have purchased it for at Field's in Rochester. It was customary for plumbers to charge their customers 12 cents a pound or less for it last year, so that on this item Mr. Rice made a profit of $79.56, or in other words a profit of 185 per cent. If he had charged the prices that plumbers usually charge for oakum, viz: 12 cents, he would then have made a profit of $30.60 on the $42.84 which he claims to have invested in oakum. As we shall show hereafter, however, it appears quite clear that he did not use 612 pounds, or nearly that amount, in the job.

Another item of significance is steam and cast iron fittings. Mr. Rice has charged about list prices on practically all of the fittings. He purchased these at a discount of from 65 to 70 per cent. off the list prices and all the plumbers testify that in 1889 they were furnishing the same class of fittings to their customers at 40 per cent. off list price, thus leaving the other 25 or 30 per cent. for their profit. For example, if the list price of a T or Y or bend was $1, Rice paid 30 or 35 cents for it and charged it in his bill at $1, while other plumbers were furnishing the same articles at 60 cents. Their profit was only 100 per cent. He was not satisfied with this, but charged a profit of about 200 per cent. It is fair, however, to all the plumbers, to explain that what we have called profit in the illustration just given is not all profit, but it covers breakage, risk and interest on the money invested in the article.

The Mason Work.—This item presents a curious state of facts. Mr. Rice hired, practically, all of his masons and mason help of Supervisor Marsielje, the inspector, who was a practical mason. Mr. Marsielje also furnished most of the material for the mason work. Marsielje paid his masons $3 per day. Rice paid Marsielje for the same mason $3.50 per day, and then charged the county for the same man $4.25 per day.

Mr. Marsielje's bill charges Rice with 54½ barrels of water lime at $1.25 per barrel, and 21 of Portland cement at $3.50 per barrel, while Rice charges for 70 barrels of water lime at $2 and no cement. Your committee sees no reason why Rice should have charged or been allowed any profit on materials furnished by Marsielje; Rice did not assume any responsibility in the matter, as he was working by the day; Marsielje was inspector and approved the work and material from day to day as the job was going on and the only payments made to Marsielje during the work (amounting to $800) were made directly to Marsielje by orders issued to him by the trustees; but in this case as in almost every other item of the bill, the county was paying toll to Rice on every article that went into the building.

Your committee has selected only a few items to illustrate the character of the charges made by Rice. Some idea of the outrageous overcharges can be gathered from the fact that the three experts after careful measurements and computations report that the full value of all the plumbing material in the job was only $2,404.76, allowing liberal prices—such prices as they would have furnished the same materials for—while Rice has charged $5,032.56 for the plumbing material in the bill he has rendered. This vast difference can easily be accounted for when you remember that Rice purchased some of his 5-inch soil pipe (200 feet or more) of Mr. Sloan at 17½ cents per foot and sold it to the county at 90 cents per foot; and paid 12 2-5 cents per foot for 180 feet or more of 4-inch pipe, and sold it to the county at 70 cents per foot, thus making a profit of $248.32 on these two items alone.

But these items and charges, exorbitant as they were, were all specified in the bill rendered, so far as the prices were concerned, and the final payment was made by the trustees after they had an opportunity to ascertain whether the prices were reasonable or not.

Your committee now comes to a subject which is more serious and one upon which Your Committee would have been glad to be able to make a different report, to wit: The amount of work and material charged in Rice's bill as compared with the actual amount that went into the job.

Your committee are satisfied that Mr. Rice did not use or furnish in the job nearly the amount of material specified in his bill and for which he was paid. It would take too much space to detail the proofs in this regard, and your committee will therefore content themselves with selecting only a few items.

First, as to materials:

Mr. Rice charged for 1,579¼ feet of cast iron [soil] pipe; the three experts who measured the work report that there are, all told, but 1,445 feet, and that in making the measurements they made the usual liberal allowances:

Of this 1,445 feet, 890 feet is extra heavy and 555 feet light weight, and yet Mr. Rice charged about extra heavy list price for every foot of pipe, including the light or standard, the market price of which is about one-half as much as the extra heavy. Mr. Rice charges for the following amounts of the different sizes of soil pipe, viz:

	Feet.
2-inch soil pipe	61
3 "	4½
4 "	609
5 "	445
6 "	280
8 "	160
Total	1,579¼

While the experts report the following as the correct amount:

	Feet.
2-inch soil pipe	65
3 "	5
4 "	760
5 "	220
6 "	280
8 "	115
Total	1,445

The experts had no way of distinguishing the pipe which Rice put in from pipe which was placed in the building the year previous, and some of the discrepancies may possibly be accounted for by that fact.

More 4-inch pipe is used than of any other size. The experts report 760 feet of 4-inch (180 feet of it being light), and only 220 feet of 5-inch ([illegible] of that being light weight), while Rice charges for 445 feet of 5-inch—all of it at extra heavy list price, and 600 feet of 4-inch—all at extra heavy list price, so that it is evident that the county paid him 90 cents per foot for a large number of feet of 4-inch light or standard pipe, which cost him only about 12½ cents per foot; in other words, he charged over seven times what he paid for it. Rice charges for 160 feet of 8-inch soil pipe at $2.21 per foot. The experts could find only 115 feet, and they testified that their measurements were liberal.

In the bill rendered by Mr. Rice all cast iron fittings, so far as we can discover, are charged at extra heavy prices. It is impossible to go into detail on these fittings, but one illustration will suffice. There are about 200 joints in all on 1,445 feet of soil pipe. Rice has charged substantially all of the fittings at list prices for extra heavy fittings, while the fittings on 555 feet of this were standard or light weight, worth about one-half as much as the extra heavy, and as he charged list prices he must have made at least 150 per cent. on standard fittings.

A somewhat careful comparison of the amount of fittings stated in Rice's bill to have been furnished by him with the amount reported by the experts as being in the work shows that Rice charged for very much that he did not furnish, besides charging for extra heavy where the light or standard was used.

Mr. Rice charges for 1,597 feet and 7 inches of galvanized pipe, while the experts find only [illegible] feet and 8 inches. The greatest shortage in this class of materials seems to be in the ¾ inch pipe, of [illegible] the figures above given may not be exactly correct, as it was very difficult to select the numerous items composing them; but the work was done with care and your committee believes that they are substantially correct. Solder affords another illustration. There are 347 pounds of this charged in Rice's bill, while the experts report 205 pounds as a fair estimate of the quantity used.

Oakum furnishes still another sample of overweighing as well as overcharging, for the experts say that 400 pounds is a liberal allowance, while Rice has charged for 612 pounds. Mr. Creelman, at the request of the committee, calked a joint in a six-inch iron pipe and found that it took one-fourth of a pound. There were about 200 joints in the job, and as a large majority of these were in four and two-inch pipe, each joint would take, on the average, less than one-quarter of a pound. It will thus be seen that, even allowing for a great amount of waste, the experts have been more than liberal with Rice in their estimate of the amount of oakum used.

Careful measurements made by the expert plumbers show that there are but 776 pounds of lead pipe, while Rice has charged for 3,780 pounds, an overcharge of 3,004 pounds, the majority of which he billed at 9 cents a pound, the balance at 8 cents, thus charging at least $255.31 for lead pipe, not a pound of which was furnished.

Rice charges for 2,092½ pounds of sheet lead, while he furnishes, as the experts report, only 484 pounds. On this item alone he overcharged 484 pounds—$137.20.

The figures we have given do not by any means exhaust the list. If the measurements and estimates made by Messrs. Ried, Creelman & Dumond are correct, or even if large additions be made to them, still in almost in every kind of material named in Rice's bill, quantities seem to have been charged at random, and unfortunately for the county, the figures are almost without exception, large in excess of the actual quantities furnished. It is impossible that all these discrepancies could have been due to honest mistakes. As we have already stated, it is impossible to give a summary that will give all the overcharges, either in quantity or quality. Your committee could, if space permitted, furnish many additional items from Rice's bill. Such, for example, as water closets, tanks, urinals, gasoline, lumber, ventilation pipe and wrought iron pipe, but enough has been shown to prove the character of the bill rendered. And full justice was done to Rice by the experts for they included in their measurements all of the pipe in the building, without reference to the fact as to whether it was put in by Rice or was in the building before Rice began work, excepting the stack in the Supervisors' room, which was new, having been put in the building the year before Rice began work and which he did not charge.

Your committee found that the labor charged in Mr. Rice's bill afforded another field for investigation. The following is a summary of the time he has charged:

	Days.	Per Day.
Masons	205½	$4 25
Labor (mason)	253	2 00
Tinsmith	45	4 00
Tinsmith helper	45	
Plumber (sewer)	92 9-10	6 00
Plumber helper	92 9-10	
Labor (sewer)	83 1-5	2 00
Steamfitter	64 8-10	6 00
Steamfitter helper	64 8-10	
Carpenters	93	3 50
Plumber	198 9-10	6 00
Plumber helper	198 9-10	
Blacksmith	17 6-10	6 00
Total	1,455½ days.	

The entire time consumed in the work was 69 working days, according to the inspector's testimony, so that, if Rice's figures are true, he must have had (on the average) 21 men, including helpers, at work each day, 10 hours a day, from February 11th to and including May 1st. As the inspector testifies, Rice commenced with a small number and gradually increased and then the number gradually fell off, so that if Rice's figures are correct, he must have had some days a good many more than 21 men at work in the building at the same time, which is hardly credible.

Mr. Marsielje's bill to Rice calls for 145½ days mason work and 203 days for mason help, while Rice charges for 205½ days mason work and 253 days help. Edward J. Rice tries to account for this by saying he had hired a couple of masons in addition to those furnished by Marsielje. When asked who they were, he could not tell. He said they were men he had picked up. When asked if he kept account of their time, he said he had it in a little book but had lost the book. He could give no very definite idea of the length of time they worked.

Notwithstanding the amount of testimony taken, it is impossible for your committee to report, even approximately, the amount of overcharges in Rice's bill, but it runs up into the thousands.

But Mr. Rice did not receive all the money expended for repairs to the Court House and jail between October 1, 1888, and December 1, 1889. Some plumbing was done at the jail, a large amount was expended for the ordinary running expenses of both buildings, and an unusually large sum for painting the Court House.

The outside painting of the Court House was advertised for and several bids were made. William Huddy was the successful competitor, his bid being $445. On the inside work there were several bidders, including Mr. Huddy and one of his workmen; the latter being the lower bidder the work was given to him for $415, and then he assigned his contract to Huddy who did the work. Huddy's entire bill was $1,958.48, all of it over the $860, above referred to, being for extras not specified in the contract. In addition to this the following amount was paid for painting and material used in painting the Court House, viz.: $1,109.18, making with Huddy's bill a total of $3,077.66 expended for painting and material. Your committee find it impossible to follow the various items of the painting bills, as so much of it was patch work, so we are unable to make any satisfactory report upon it, but your committee are satisfied that, had the entire painting job been let by contract, it could have been done for much less than was paid for it.

It appears from the evidence taken by your committee that the custom of allowing supervisors to do work or furnish material for the county is a growing evil. Several supervisors figure in the bills paid by last year's trustees. Supervisor John Rice and Marsielje were appointed a committee to report as to the alleged unsanitary condition of the Court House and afterwards with the three trustees were appointed to report the estimated costs of putting the building in a sanitary condition. This joint committee estimated $1,700 as the cost. Almost immediately after the trustees were authorized to repair the Court House, they appointed Supervisor Marsielje as inspector and made a contract with (or through) E. J. Rice, a brother of the supervisor, to do the work on the Court House. The trustees, or at least two of them, testified that they supposed, or took it for granted that Edward J. Rice was a member of the firm of Rice Brothers, of which John Rice was the senior member.

The firm of Rice Brothers furnished most of the material used by Edward J. Rice, it was all or partly ordered in their name by E. J. Rice. All or a large part of the money paid by the trustees to Edward J. Rice went into the bank account of Rice Brothers. Nearly all of the plumbers and helpers in Rice Brothers' employ worked on the job. Edward J. Rice had been connected in business with Rice Brothers for years, and John Rice swore he never knew of Edward J. Rice having a contract of his own until this one. The itemized account furnished by Edward J. Rice was in the handwriting of Rice Brothers' bookkeeper and the only account kept by Edward J. Rice was in Rice Brothers' books. These facts and others have forced your committee to the conclusion that Supervisor Rice was at least indirectly interested in the contract and this conclusion has been greatly strengthened by the very strange testimony of Supervisor Rice on his last examination and the refusal of each of the Rices to produce books, papers or memoranda.

Supervisor Marsielje's case is somewhat different. He furnished labor and materials to the amount of $1,376.[illegible], making a profit on each. His bill was rendered nominally to Edward J. Rice, but the trustees gave him two orders, amounting to $800, in part payment of it. While doing this work he was being paid $3 per day as inspector on the whole job, including his own work. He charged for 75 days as inspector, while the entire time could not have been over 69 days, during three of which the Board was in session; so that he could not properly have been allowed for more than 66 days, even if he had been present 10 hours a day each working day. In justice to Supervisor Marsielje, however, it should be said that he claims that eight days of the time overcharged are accounted for by the mistake made in supposing when he made out his bill that he commenced work February 4th instead of February 11th, and he also says it was a mistake in charging as inspector for the three days when the board was in session, and he offers to refund the entire amount overcharged. As inspector, however, he should have kept track of his own time and also should have kept sufficient track of the materials and time consumed in the work to properly protect the interests of the county. By his own testimony he did neither.

Your committee cannot too strongly condemn the action of the trustees of last year, Supervisors Redman, McKelvey and Diver. It seems astonishing that men of their intelligence could have been so blind, as they apparently were, to what was being done by Rice. They let this large job upon an oral contract, which did not limit the amount to be expended, and then paid Rice $9,400 upon the contract before they had ever seen a bill of any of the items. They overdrew their account $18,000; they did not limit Rice in their contract to any kind or to any amount of repairs; they had no agreement with him as to price; they kept no account of the number of men at work or the amount of material furnished; they never had a bill which showed the dates of the various items. When they at last received a bill, upon which nearly $[illegible] was still unpaid, they paid the balance without taking the trouble to find out about the prices charged either for labor or material. Two of them, Redman and Diver, only visited the Court House about once a week and the third, McKelvey, spent most of his time there while the work was going on, but each allowed it to take it for granted that everything was all right and relied upon what the other two and the inspector were doing.

Supervisors Redman and Diver lived out of the city and neither could give the attention to the work that Supervisor McKelvey did, but each of the three should have known something about the correctness of Rice's bill before they signed orders for such large amounts.

Your committee do not charge either the [illegible] enormous expenditures for plumbing, etc. Application to the board for instructions at its special session in April would have brought to light the dangerous game that was being played upon them. But they simply did nothing. It would have been just as well, apparently, if Rice had been both plumber and sole trustee. The only redeeming feature in connection with the whole affair seems to be that the work done and material furnished by Rice was first-class, with the exception that he furnished standard pipe and fittings where extra heavy were charged for.

Your committee examined County Treasurer McVean in regard to [illegible] payment by him of the $18,000 overdraft upon the Court House and Jail account. It appears that it has been customary for many years to overdraw several of the accounts, including the one above referred to. The practice is undoubtedly a dangerous one, for if the county should ever be cursed with a dishonest Treasurer, he might, by collusion with dishonest trustees, rob the county to an unlimited extent by means of orders which, upon their face, were regular. Your committee has suggested one safeguard against this possible danger in one of the recommendations with which this report closes.

Notwithstanding the great length of this report Your Committee are obliged to add that it is not a final one. Some of the witnesses, whose mouths should have been the first to open, refused to testify and Your Committee has been obliged to take proceedings in court to compel them, if possible, to answer.

We advise that the legal questions thus raised be settled, as it is of importance that this board should know whether or not it has power to compel the attendance of witnesses and the production of books.

By reason of the refusal of these witnesses to produce books and to answer questions, your committee are not able to report as to many things which this board should know in order to take proper steps and pass proper resolutions to remedy the evil already done and to prevent trustees from falling into similar errors again, as well as to decide as to what legal action, if any, the board will direct to be taken to recover the money out of which the county has apparently been defrauded.

In conclusion your committee would respectfully make the following recommendations:

1. That steps be taken to procure an amendment to the law which shall clearly prohibit any supervisor from furnishing any material or doing any work for the county, either directly or indirectly.

2. That hereafter all bills for supplies for or repairs to the Court House or jail shall be presented to and audited by the board in the same manner in which other claims against the county are presented and audited, but that a sum be appropriated each year for cleaning the Court House; and that the trustees of the Court House and jail draw orders on such appropriation to pay for cleaning and for no other purpose.

3. That on or before the tenth day of each annual session the trustees of the Court House and jail report to the board what permanent repairs are necessary for the coming year, but no such repairs shall be made unless directed by a resolution passed by this board, and when such repairs are made under a contract such contract shall be in writing and shall be reported to the board at its first annual or special session.

4. That this committee be authorized to continue the work of investigation after the adjournment of the board, with power to send for persons and papers and to subpoena witnesses, and to continue the legal proceedings now pending and to commence other actions and proceedings, if necessary, with all the powers that it now possesses.

The object of this recommendation is for the purpose of continuing the work thus far prevented by the refusal of witnesses to answer questions which this committee deem essential in order to ascertain the facts which this board ought to know in order to pass the necessary resolutions to protect the interest, property and legal rights of the county; and to recover some of the moneys illegally or fraudulently procured, your committee deeming it of vital importance that the contempt proceedings now pending should be prosecuted to a final determination.

All of which is most respectfully submitted,

GEORGE W. STEITZ,
JOHN M. LOWDEN,
LYMAN M. OTIS,
W. H. SOURS,
GEO. A. GOSS,
Committee.

After the report was read Supervisor Steitz offered a resolution providing for the continuing of the committee in accordance with the closing recommendations of the report.

This resolution was laid over under the rules.

Sup. Runyan offered a resolution directing the committee to collect all its bills in time to be presented to the present board. This resolution was also laid over.

Sup. Canberry suggested that some of the supervisors censured in the report should be heard. He invited Sup. McKelvey, for instance, to make an explanation. This was ruled out of order.

MR. WIMAN has told the people of Montreal why the province of Quebec is not prosperous. His theory is that the people do not prosper because they have not free access to their natural market, the United States. This reason is not sufficient. The people of Quebec might manufacture as cheaply as England and establish a commerce with the countries which Great Britain supplies. But there is not the necessary enterprise. A great part of the wealth of Quebec is in the hands of religious orders. The masses are comparatively poor. The young people flee from the stagnation to the States and improve their condition. Mr. Wiman thinks free trade with the United States would solve every difficulty. He is mistaken. Moreover, the United States are not ready to enter upon charitable work of the kind proposed by Mr. Wiman.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

[Chroni]CLE: WEDNESDAY, FEBRUARY 19, 1890.

RAPID TRANSIT NOW SURE

And Everybody is Happy at the Amicable Settlement Reached.

CONCESSIONS OF THE COMPANY

The Amendments to the Contract in Full—Messrs. Perkins and Harris's Opinion—Action of the Aldermen on Various Matters.

Rapid transit! Conductors! Transfer tickets!

All these and a dozen more things the city of Rochester is going to have as a result of the Common Council deliberations last evening; for all differences existing between the Rochester City & Brighton Railway Company, and the special committee of the Council were adjusted in the afternoon. Even the executive committee of the Chamber of Commerce which was in session during the major part of the afternoon, was finally pacified and earnestly seconded the Council in its final action. The sixteen wards were represented in the board and on the final vote those sixteen said aye.

When the usual bills and accounts had been presented, Alderman McMillin sent up a communication from the Rochester Female Charitable Society, signed by Mrs. Oscar Craig as president, asking for the appointment of two lady physicians as city physicians; and setting forth the benefit that would be derived from such appointments. The petition further asked that none but sober and worthy physicians should be appointed as associates of such female physicians. The report was ordered received, filed and published.

Among the various petitions was one from residents of East Rochester, praying for the erection of a bridge over the railway at East Main street.

Many spectators who had come in hopes to see some action taken concerning the city treasury, were disappointed, when Alderman Thayer, as chairman of the finance committee, announced that the committee would not be able to report under two weeks. The committee was given further time, at the request of the chairman.

When the veto, by Mayor Parsons, of the resolution directing the payment of $318.13 to Lamp Inspector Belknap was read, the city attorney's opinion was asked in the matter. He said that the statements in the veto he "regarded as mere gush," and that the arguments of the Mayor would not hold good. He believed that the decision of the General Term should be regarded as the law and the bill should be paid even at the cost of over-riding the veto of the Mayor. Aldermen Shelter, Bohrer and Selye spoke in favor of paying the bill and when the vote was called for all but Alderman McMillan voted in favor of passing the resolution over the Mayor's head.

First ordinances were adopted as follows: Fourth avenue sewer, estimated expense $680; Cottage street improvement, estimated expense $1,000; Emerson and Sherman streets pipe sewer, estimated expense $5,500; East Park plank walk, estimated expense $370; Jay street Medina stone improvement, $36,000.

Final ordinances were thus disposed of: East avenue repairing, adopted; University avenue sewer, section No. 1, adopted; University avenue sewer, section No. 2, adopted; Taylor street extension, postponed two weeks; Smith street Medina improvement, adopted. A large batch of sprinkling ordinances were also adopted.

When the ordinance for the improvement of Smith street came up, at least a half hour was consumed by residents of the street in speaking for or against the ordinance. The Eleventh ward was painted pretty black by some of the allegators, but the ordinance received fifteen votes.

The postponed resolution on the street car matter was next called up by Alderman Fee, and it was evident that the majority of citizens who filled the seats back of the aldermanic circle had come expecting to hear some eloquence for and against the resolution. In this they were disappointed however, for though the Chamber of Commerce committee was represented by Messrs. Ross, Buell, Cutler, Hamilton, Kimball, Fahy and the counsel for the committee, Judge Danforth, they were there simply to show their good will in the matter. Alderman Fee sent up the following communication:

"*To the Honorable, the Common Council of the city of Rochester:*

GENTLEMEN: This committee, in pursuance of the action taken by your honorable body at its last meeting, gave a public hearing to all persons interested in the proposed electric railroad contract in the Common Council chamber, on Friday afternoon last. At such hearing Hon. George F. Danforth appeared for the executive committee of the Chamber of Commerce, John N. Beckley appeared for the railroad company and Robert P. Ryan for the trades organizations of the city.

"Your committee, in view of the questions raised as to the franchise of the company as to the streets mentioned in the ordinance of the Common Council passed in 1862, deemed it advisable to obtain the opinion of counsel as to whether such franchise continued during the life of the company, or not. As this committee had no power to employ counsel without first obtaining the approval of this board, it was suggested to the representative of the railroad company that the expense of obtaining the opinions of disinterested lawyers should be borne by the railroad company. Said company agreed to this proposition, and thereupon the committee selected Edward Harris, J. Breck Perkins and County Judge W. E. Werner, as its legal advisors. Judge Werner declined to act, for reasons which are set forth in his letter, which accompanied this report, but [illegible] Harris and Perkins [illegible] ber 1st 1892, such system of transfers. It is further provided, in the resolution herewith submitted, that the company shall, after the date last stated, employ conductors on the main lines of the company. The resolutions also provide for the acceptance by the company of the grant to be made, and for the approval of the Executive Board to the work of rebuilding the track and the reconstruction of the railroad system.

"Much has been said upon the question of compensation which the company ought to pay to the city, as a condition of the proposed grant. The company has stated with great frankness its condition, and has set forth very fully and fairly the reasons which seem to make it impossible for the company to pay any compensation whatever for the proposed grant. After several conferences, however, with the representatives of the company, your committee has obtained a proposition to the following effect, to wit: The resolutions to provide for the ratification of the agreement heretofore entered into between the city and the company, for the payment of a tax of $5 per car during the corporate existence of the company, and also to provide for the ratification of the agreements heretofore made between the city and the company, under which the company is to pay the percentage of the entire gross receipts of the company, bid at the respective sales of franchises made under the provisions of the Cantor act, so called, and to provide for the payment by the company to the city, from and after the 30th day of September, 1892, for a period of fifteen years, 1 per cent. per annum upon the gross receipts of the company, and after the expiration of the fifteen years 2 per cent. upon the gross receipts of the company, during its corporate existence. The company stated to your committee that the purpose it has in making this concession is to meet the views of the taxpayers and residents of this city in a spirit of fairness and liberality, and not because it has any fear of the result of litigation with reference to the life of its franchise. In view of the fact that lawyers of the standing of Messrs. Cogswell, Harris, Van Voorhis, Stull and Perkins all agree that the claim of the company, with reference to the life of its franchise, is well founded, your committee believes that the proposition submitted is very generous upon the part of the company, and that such proposition should be, and we believe will be, satisfactory to the people of this city.

"Your committee therefore recommend the adoption of the original resolutions presented, together with those herewith submitted.

JOSEPH FEE,
FORREST H. WILLIAMS,
J. MILLER KELLY,
WILLIAM TRACY,
LOUIS BOHRER,
Special Committee.
CHARLES R. BARNES,
Supt. Fire Alarm Telegraph."

The report was ordered received, filed and published as was also the following opinion of Messrs. Perkins and Harris:

"DEAR SIR: Our opinion is asked whether the franchise of the Rochester City & Brighton Railroad Company to operate its cars on certain streets named in a resolution or ordinance of the Common Council, passed in 1862, expires in the year 1892? In other words, on June 25th 1892, will the Common Council have the power to say that the street railroad has no further rights in these streets, and is therefore a trespasser, and if application was made to the courts, could the city obtain an injunction to restrain the street railroad from further operating over East and West Main streets, and the other streets named in the ordinance? For of course, if the charter expires at that time, the Common Council if it saw fit could restrain any further operations of the street railroad on these streets. It would be under no legal obligation to sell a franchise. If at that time it will have the power to sell the franchise to operate a railroad on these streets, it will be because it has the power to prevent the present company from further using its tracks or running its cars over them.

"It appears that in 1862 the Common Council granted to a corporation called the Rochester City & Brighton Railroad Company the right to lay its tracks upon East and West Main streets, and other streets in this city. The ordinance imposed a large number of conditions as to the manner in which the cars should be operated, the speed at which they should run, and made various other regulations for the proper management of the cars in the streets. By the twenty-fourth clause of that ordinance it was provided that the powers, rights and privileges proposed to be conferred should be limited to the period of thirty years from the date of the acceptance of the same by said railroad company. This grant was accepted by that company, and if that company were still in existence, and there had been nothing to modify the original grant, it would be perfectly plain that the rights of the railroad company would expire in 1892.

"This, however, is not the case. The corporation to which the grant was made in 1862, has expired. It was foreclosed and its existence terminated in 1868. The present corporation bears the same name, but it is no more the same company than is a son the same man as his father, because he happens to have the same name. The present company was organized in 1868, and by its articles of association, and by virtue of the laws of the state, it acquired a corporate life for the term of ninety-nine years. It has never given its assent to the ordinance of 1862, and it obtains no rights thereunder, except such as it acquired by the foreclosure of the mortgage on the property of the defunct company. This being so, in the year 1869, the Legislature of the state (which, it is hardly necessary to say, has the ultimate authority over the streets in any city, and can grant franchises upon them to any corporation it sees fit, subject only to the provisions of the Constitution, and the rights of the individual land-owners) passed an act by which [illegible]

these streets in which its tracks was laid, for the term of thirty years from 1862. [illegible] should be applicable to any [illegible] corporation which should thereafter be organized to operate a street railroad, upon the corporation's giving its assent to the ordinance of 1862, could have obtained the right to operate in these streets until 1892. It needed no act of the Legislature to get that power. The granting clause in the first section of the act of 1869 was wholly unnecessary, unless it was intended to give the present corporation the right to operate in these streets, not merely until 1892, which it might have acquired otherwise, but for the term of its existence. This was a right which the Legislature had the power to grant if it saw fit to exercise its power. Whether wisely or unwisely, is not a question for us to discuss now.

"But even if we are wrong in this construction of the statute, we think this would not alter the legal relations of the city and the street railroad company. The various franchises and rights granted by the city to the street railroad, and the obligations assumed by the railroad, are to be construed together. If recourse is had to the courts, they will be interpreted in the same manner as are the contracts and relations of any two private parties. The courts will consider what rights were intended to be given, what rights it was understood by both parties were possessed, and this must be gathered from all the resolutions, ordinances and agreements bearing upon the question. The streets named in the ordinance of 1862, form but a comparatively small portion of the entire system of the railroad company at this time. They are, however, the center of the whole system, and if the right to operate on these streets was taken away, the operation of the entire system would be practically stopped, and the use of the tracks in the numerous other streets in which they have been laid would be rendered valueless to the corporation, and of no use or convenience to the citizens. During the twenty-one years since 1869, the city has granted to the railroad the right to lay its tracks and operate its road, over and through a large number of streets, and the tracks have been laid in them, aggregating altogether very many miles. Unless we have overlooked some grant in our examination, the right in every one of these streets, has been given without restriction. In other words, it cannot be contended that the present company has not the right to operate its road in all the streets granted to it since 1869, for the term of its corporate existence. These grants have been received by the street railroad with the obligation to construct its road and operate it in conformity with the general requirements of the city ordinances. It has been expressly provided that passengers should be carried over them from any distance, to the Four Corners, for five cents. To reach the Four Corners on any of these various lines it is necessary to pass over the tracks of either East or West Main, State or Exchange streets, which are four of the streets named in the ordinance of 1862. The city has uniformly treated this system, as it has been treated by the street railroad, as a whole. The street railroad has been required to, and has made its extensions a part of the original system. Take for instance the Park avenue line. East Main street, as far as Elm street, is named in the original ordinance. A few years ago the city granted to the corporation the right to construct the Park avenue line, beginning at Elm street and continuing to a certain distance on Park avenue. This grant was for the term of the life of the corporation. It was made and intended to be made a part of the whole system. The railroad had no right to carry a passenger to the corner of Elm street and charge him 5 cents, and then exact a further fare of 5 cents for bringing him to the Four Corners. It was bound to carry him the whole distance for that fare. Subsequently, and in 1888, under the provisions of the Cantor act, the right was sold to the railroad to construct an extension to the Park avenue line running to the city limits; and this was added to the system as it before existed. In view of all these facts, can the city in 1892, stop the operation of the cars on East Main street, and on the other streets named in the ordinance of 1862, and thus compel the corporation to stop the Park avenue line for instance, at the corner of Elm street, and the various other branches and extensions where they reach the original lines? If it applied to the courts for relief, would they grant an injunction restraining the street railroad from further operating their cars on the streets named in the first ordinance? We do not think they would. Such a construction of the legal relations between the parties would put the city in a position where, after granting these various rights for the term of the life of the corporation, requiring the lines to be built, inviting the expenditure of capital in the equipment of them, requiring passengers to be brought to the Four Corners at a fixed fare, and thus showing its intention to treat the whole system as a unit, it could practically destroy the system and grant the franchise in the streets of the center of the city to some other corporation, and impose upon citizens using the street cars the liability to pay two fares, to two separate corporations, of five cents each to reach the Four Corners, instead of being carried by one corporation for one fare. Should the city apply to the courts for relief which would involve such a result, we do not think it will succeed in finding it.

"There are many other facts to be considered. Since the Cantor act, the right to operate on various streets, has been sold. These sales were for the life-time of the corporation. There was no limitation of time imposed in the terms of the sale, and therefore that is a necessary result. In these sales the corporation bid a certain percentage of its gross receipts. The city has claimed, and rightly claimed, that the system must be regarded as a whole, and that the gross receipts [illegible] has been [illegible] the East [illegible]

and use the turn-table and keep it in repair. Under the terms of this resolution the city [illegible] which the railroad agreed in order to obtain this right, and also in order to comply with the condition which was for the convenience of the public (because turning cars at the Four Corners was becoming a nuisance) that it would place a turn-table at the junction of West Main and Fitzhugh streets, and maintain and operate the same in connection with some part of the lines of of the company, and keep the street within three feet thereof in perfect repair for public use so long as the turn-table should remain there, during the existence of the said company. Can it be successfully contended that when the city has obtained from the corporation a contract to construct this turn-table, keep it in repair and use it in connection with its lines during the term of its existence, it can now claim that the right to run cars at the junction of West Main and Fitzhugh streets was one that expired in 1892, and that it can restrain the said railroad from operating its cars at that point after that time? It does not seem to us that any such claim would be upheld by the courts.

"Let us suppose that the street railroad in 1892, should claim that its franchise on the streets named in the resolution of 1862 had expired, and that it would no longer operate over them: that it should refuse to keep the turn-table in repair and to carry the cars on its various lines to it; that it should seek to land its passengers where its extensions touch Main and State streets, collect from them the fare of 5 cents and refuse to carry them to the center of the city, would the courts allow it to take this position? Certainly not. It has assumed obligations which it must perform during its corporate existence, and it possesses rights which correspond to those obligations.

"We are, therefore, of the opinion that the city cannot claim that the franchise of the present street railroad to use the streets named in the ordinance of 1862, expires in 1892, and that if it should at that time apply to the courts to enjoin the company from further operating its road in those streets on the ground that its franchise had expired, its application would be unsuccessful.

"J. B. PERKINS,
"EDWARD HARRIS."

The next step in the matter was the presentation of the following communication from the executive committee of the Chamber of Commerce:

ROCHESTER, N. Y., Feb. 17, 1890.

Hon. Common Council of the City of Rochester:

GENTLEMEN: At the meeting of your honorable body on February 10th inst., we presented a memorial requesting a delay of at least a week in the matter of the resolutions relating to Rochester City & Brighton Railway Company which your honorable body had then under consideration. Such postponement being courteously made in consequence of the request of the Rochester company, as well as our own, we have presented our objections to certain details of the proposed contract by counsel before the select committee, and have since in conference with the railway company's representatives secured its assent to such modifications in the terms of the proposed agreement as seem to us not only to be imperatively required in the interest of the city at large, but which have so far removed our objections that we are glad to recommend the execution of the contract thus modified.

"These changes are an explicit stipulation with regard to an equitable system of transfer tickets; the erection of iron poles throughout the business streets instead of wood, and agreement on the part of the company to erect and operate the electric system on all its lines within a limited period stated in the contract, and the agreement to pay to the city in addition to payments already obligatory upon the company, 1 per cent. on the gross receipts for the first fifteen years after September 30, 1892, and 2 per cent upon such gross receipts thereafter during the continuance of the franchise. Other minor modifications not necessary to be detailed here have been agreed upon.

"Always in favor of, and anxious to secure a satisfactory system of rapid transit on the street railway lines of the city, we congratulate your honorable body, our fellow citizens and ourselves upon the spirit of courtesy and fairness with which the representatives of the company have met our objections to the original terms of the proposed contract, and upon the fact that negotiation and discussion have led to such an agreement as will not only give the city, as we hope and believe, a satisfactory system of rapid transit, but will secure in the future some compensation to the city for the privileges enjoyed by the company, and we hope in view of the advantages which the new system will give the city and of the concessions which have been made, that the work proposed to be undertaken by the company may be assisted by prompt consent from the property-owners who have got to be consulted.

"All of which is most respectfully submitted.

L. P. ROSS,	H. C. BREWSTER,
A. S. HAMILTON,	T. B. GRIFFITH,
W. S. KIMBALL,	W. C. BARRY,
H. B. HATHAWAY,	JAMES G. CUTLER,
JOHN FAHY,	GEORGE C. BUELL.

The executive committee of the Chamber of Commerce."

Alderman Fee next offered the amendments to the original resolution agreed upon by the company and concurred in by the executive committee of the Chamber of Commerce. Some clauses of the original resolutions were changed by the insertion of some word or words to make them agree with the additional provisions. The principal amendments were as follows:

"*Resolved*, That the pending resolutions be amended by adding the following:

It is further resolved that, from and after the 1st day of November, 1892, the said company, its successors and assigns, shall, during [illegible] corporate existence, [illegible] five cents [illegible]

pany to perform the same on its part, and as shall be approved by the city attorney. It is further resolved that the poles to be erected in the business section of the city shall be of iron.

It is further resolved that the books of said company shall be open to inspection and examination by the treasurer of the city of Rochester or his duly appointed agent for the purpose of ascertaining the correctness of any statement by said railroad company as to said gross receipts. And it is further provided that if the said Rochester City & Brighton Railroad Company, its successors or assigns, fail to comply with any of the provisions of these resolutions as to time of construction and beginning the operation of the system permitted by these resolutions, or in respect to the payment of that portion of its gross earnings agreed by it to be paid to said city, or the exhibition of its books as above provided all grants and powers conferred by these resolutions shall cease and the grant hereby conferred shall become void, except that if the construction of its system of works or its operation shall be stayed by injunctions issued on the application of any property owner, or if it shall be delayed by reason of its inability to procure the necessary permission to make such construction or commence such operation on any street the time of such stay or necessary delay shall not be taken into account as forming any part of the time allowed by these resolutions for such construction or beginning such operation on said street. It is also understood and agreed that nothing herein contained shall be deemed to relieve the railroad company from paying the annual license fee now required to be paid for each car placed upon said road—but the payments herein provided for shall be in addition thereto."

As soon as Clerk Sheridan had concluded the reading of this immense batch of literature, John N. Beckley representing the railway people asked permission to talk to the council. He said he would not speak in favor of the adoption of the resolution and he kept his word. He did, however, take occasion to say that the company was under great obligations to the council, to the special committee and to the executive committee of the Chamber of Commerce. He said that these negotiations really began along last summer when the Crosstown company made application for the privileges that the greater company now desired, and that from the beginning to the end the members of the committee had acted with an eye single to the interests of the city. While no member of the Chamber of Commerce had expressed an opinion in anyway detrimental to the company, he could not refrain from saying that it had been better if the executive committee had come directly to the company before circulating its petition. "We are glad," said he, "that the outcome is what it is, though I am free to admit that the concessions made by the company are really greater than should have been made." Mr. Beckley closed by pledging that the company would do what was in its power to give Rochester a rapid transit system of railway which would do much toward developing the industries of the city. "We pledge you that within two years a system of transit shall be in operation which shall do much toward making of Rochester a great city."

Sidney B. Roby was the first to really speak upon the resolution. He said that he should protest against a longer contract than for fifteen years.

George C. Buell of the executive committee of the Chamber of Commerce next spoke of the various actions of the committee, and explained how a basis of agreement had been reached in which his committee could concur. He said the committee was greatly exercised when it discovered a possibility that the council would heartily adopt a resolution giving the street car company so many additional privileges without insuring to the city any just compensation. The Chamber of Commerce had no other reason for existence then to insure so far as possible the best interests of the city at large. Further, the committee was prepared to show fight and antagonize. They had from the outset, however, found the company ready to meet them in a spirit of fairness, and they had not asked a single change from beginning to end that had not in the main been granted. Nobody could ask more, in fact, than the company seemed ready to grant cheerfully. Mr Buell next gave some figures showing the gain in dollars to the city by the concessions made by the company. He would be willing to guarantee that it meant not less than a million dollars to the city during the continuance of the contract. He closed by saying that he believed it to be for the best interest of the tax payers that the council promptly and cheerfully adopt the resolution.

After a further protest from Mr. Roby, the question was called for and the resolution with the amendments was unanimously adopted. Alderman Fee then presented a resolution providing the special committee with Mayor Parsons added, be continued, and that it be invested with the powers conferred in the council by virtue of the contract at all times when the board is not in session.

The remaining business was put through with a rush. On motion of Alderman Selye the report of the law committee with relation to the Lake avenue improvement was reconsidered and referred back to the committee. The Haag's alley improvement ordinance was also reconsidered and final action postponed. A partial estimate on the Driving Park avenue bridge of $2,132, was ordered paid. Alderman Tracy offered a resolution directing the Senator and Assemblyman from this district to favor a bill in the Legislation making an appropriation for the construction of a lift bridge over the Erie canal at Ford street. This resolution was adopted and the Council adjourned.

Democrat and Chronicle
FEBRUARY 20, 1890.

BOSTON STREET CAR SERVICE.

The West End Street Railway Company of Boston has petitioned the Legislature for authority to establish elevated tracks in the crowded portions of Boston. In the narrow streets the street car service is insufficient to accommodate the people. The plan is to run the electric street cars on an elevated structure in some of the crowded streets, coming to the level again where the streets are broader. In an argument before the legislative committee, President Whitney, of the West End road, said of the electric system:

I will say that the electric system of the West End railway, wherever it goes to-day, is entirely acceptable. All those things that we have stated, so far as speed is concerned, and so far as the satisfaction of the community with the system is concerned, can be amply demonstrated by a single trip upon one of our cars, and it gives me very great pleasure to feel that we are prepared to introduce this system to this extent, and that the same company that operates the surface lines will operate the elevated system; the same cars that travel over the surface will travel over the elevated road.

Since the improvement of the street car service in Boston the travel has increased very rapidly. President Whitney says of this increase in his argument:

Last year there was an increase of 20, 30 and sometimes 40,000 more people carried per day than the previous year. The same is true to-day, and this thing is still going on. I know not what can prevent this increase from year to year, except it be the want of facilities that shall enable people comfortably to go and come through our streets.

It is probable that the same rate of increase in street car travel will take place in this city, as soon as the service is improved. The Rochester service will be patterned after that in Boston, but it will never be necessary to introduce elevated roads here. The city of Rochester is to be congratulated upon the prospects of a street car service that will be equal to that in Boston and better than the service in New York.

The Post-Express.
ROCHESTER, THURSDAY, FEB. 20

Ex-Alderman Elliott's Opinion.

Ex-Alderman Elliott has sent the following letter to President Ross, of the Chamber of Commerce:

L. P. Ross, Esq.:

DEAR SIR: The success which has attended the Chamber of Commerce in the matter of the new contract with the Rochester City and Brighton railroad, justifies its existence in a decidedly emphatic manner.

Commenting on the humble efforts which the writer put forth last year to prevent the giving away of franchises, the POST-EXPRESS, which has so valiantly championed the people's cause in this matter, said in effect that while it might not be much use at present to write such things down it might be pleasant to remember the effort after the people had wakened to the better methods and demanded a *quid pro quo*. The people have wakened sooner than hoped for, but none too soon. After 1892 we shall have electric cars on the trolley plan, transfer tickets, conductors on main lines, 1 per cent. of gross receipts for fifteen years, 2 per cent. thereafter during the life of the company, $5 license per year per car in addition to present percentages and license fees. Since 1862 not over $1,500 has been paid to the city for any of its profitable privileges. So, indeed, a great work has been accomplished, and to the chamber of commerce and the POST-EXPRESS the people are under a large debt of obligation for their promptness and vigor in defending an otherwise undefended municipality from further free-franchise spoliations. Let us hope that we have turned over a new leaf in municipal legislation, and that our city officials will comprehend that public property in their hands is a public trust, and not a grab-game-bag affair. Now for charter revision!

Respectfully Yours,
GEORGE W. ELLIOTT.

Rochester, N. Y., Feb. 19, 1890.

THE COURT HOUSE JOB.

The court house investigating committee of the board of supervisors has done its work well. Its report, submitted yesterday and published in full in this paper, testifies to the faithfulness of the supervisors whose names are signed to it and to the zeal and ability of its counsel, Walter S. Hubbell. A complete exposure has been made of the shameful neglect of duty chargeable to the court house trustees under whose authority the job was undertaken. Of the action of these supervisors, one of whom at least, McKelvey of the Ninth ward, has the impudence to ask for an elective office right on the heels of this exposure, the report says:

They let this large job upon an oral contract which did not limit the amount to be expended, and then paid Rice $9,400 upon the contract before they had ever seen a bill of any of the items. They overdrew their account $18,000; they did not limit Rice in their contract to any kind or to any amount of repairs; they had no agreement with him as to prices; they kept no account of the number of men at work or the amount of material furnished; they never had a bill which showed the dates of various items; when they at last received a bill, upon which nearly $3,000 was still unpaid, they paid the balance without taking the trouble to find out about the prices charged either for labor or material. Two of them, Redman and Diver, only visited the court house about once a week, and the third, McKelvey, spent most of his time there while the work was going on, but each alike seemed to take it for granted that everything was all right and relied upon what the other two and the inspectors were doing.

It is only fair to add that the report makes note of the fact that Messrs. Redman and Diver [illegible] were therefore under temptation to leave matters too much in the hands of their associate.

A more important gain is the exposure of the arts of members of the board of supervisors to obtain direct and indirect benefits from their official position, aside from the per diem and other pay they receive. On this point we again quote from the report:

It appears from the evidence taken by your committee that the custom of allowing supervisors to do work or furnish materials for the county is a growing evil. Several supervisors figure in the bills paid by last year's trustees. Supervisors John Rice and Marsielje were appointed a committee to report as to the alleged unsanitary condition of the Court house and afterward with the three trustees were appointed to report the estimated cost of putting the building in a sanitary condition. This joint committee estimated $1,500 as the cost. Almost immediately after the trustees were authorized to repair the Court house they appointed supervisor Marsielje as inspector and made a contract with (or through) E. J. Rice, a brother of the supervisor, to do the work on the Court house. The trustees—or at least two of them—testified that they supposed or took it for granted that Edward J. Rice was a member of the firm of Rice Brothers, of which John Rice was the senior member.

A third point is the exposure of the proceedings of the supervisor who was appointed inspector of the job. He was not only "almost criminally negligent" of his duties as such officer, but seems to have been intent to make the most out of the job for himself. Says the report:

He furnished labor and materials to the amount of $1,376.28, making a profit on each. His bill was rendered nominally to Edward J. Rice, but the trustees gave him two orders amounting to $840, in part payment of it. While doing this work he was being paid $3 per day as inspector of the whole job, including his own work. He charged for 75 days as inspector, while the entire time could not have been over 69 days, during three of which the board was in session. So that he could not properly have been allowed for more than 66 days, even if he had been present ten hours a day, each working day.

The inspector's relations with Plumber Rice were also admirably harmonious in relation to the mason work, of which the committee says:

This item presents a curious state of facts. Mr. Rice hired practically all of his masons and mason help of Supervisor Marsielje, the inspector, who was a practical mason. Mr. Marsielje also furnished most of the material for the mason work. Marsielje paid the masons $3 per day; Rice paid Marsielje for the same mason $3.50 per day, and then charged the county for the same man $4.25 per day.

As to Plumber Rice who naively admitted before the committee that another such job would set him on his feet, no adequate idea of his proceedings can be obtained save by a persual of the report itself. Since the trustees audited his bills, no restitution can be obtained from him unless it can be legally proved that items in his bills are fraudulent, or in other words that he has charged for materials which were not furnished. The committee has been impeded in many ways in its efforts to obtain clear proof on this point and asks for authority to continue the proceedings by which it is hoped to gain this evidence. It is superfluous to say that this authority should be promptly granted. The reforms suggested by the committee are enforced by every consideration of prudence and regard for the interests of the county.

THE FRANCHISES GRANTED.

The Common Council last evening, by a unanimous vote, granted the application of the Rochester City & Brighton Railroad Company to change the system of locomotion from horse to electric power. Such alterations from the original resolutions as have been made are entirely in the interest of the city, and most of them were suggested by the committee of the Chamber of Commerce which has shown itself zealous and intelligent in its efforts to properly guard the public weal. It must also be conceded, as it was so conceded in the graceful speech of George C. Buell, that the company has evinced a willingness to make all reasonable concessions requested, and the result, it is not be doubted, will be received by the community with approval. The position held by the company in regard to the duration of its franchises is confirmed by the action of the council, and there can be no controversy about them. They are co-existent with the corporate life of the company. The restrictions and regulations, however, imposed by the original resolutions of the Common Council are retained, and in addition a liberal compensation to be paid to the city is provided for; acceptance is made obligatory upon the company; iron posts are to be erected in the business portion of the city; a single fare is enjoined; and the bob-tail car is relegated to the past. All these improvements will occur in due season. In the meantime, we are assured that the company will expedite the improvements as earnestly as possible, and that rapid transit is an event of the near future. Everybody is to be congratulated upon the happy termination of what might have been a serious issue for all concerned.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

And Everybody is Happy at the Amicable Settlement Reached.

CONCESSIONS OF THE COMPANY

The Amendments to the Contract in Full—Messrs. Perkins and Harris's Opinion—Action of the Aldermen on Various Matters.

Rapid transit! Conductors! Transfer tickets!

All these and a dozen more things the city of Rochester is going to have as a result of the Common Council deliberations last evening; for all differences existing between the Rochester City & Brighton Railway Company, and the special committee of the Council were adjusted in the afternoon. Even the executive committee of the Chamber of Commerce which was in session during the major part of the afternoon, was finally pacified and earnestly seconded the Council in its final action. The sixteen wards were represented in the board and on the final vote those sixteen said aye.

When the usual bills and accounts had been presented, Alderman McMillin sent up a communication from the Rochester Female Charitable Society, signed by Mrs. Oscar Craig as president, asking for the appointment of two lady physicians as city physicians; and setting forth the benefit that would be derived from such appointments. The petition further asked that none but sober and worthy physicians should be appointed as associates of such female physicians. The report was ordered received, filed and published.

Among the various petitions was one from residents of East Rochester, praying for the erection of a bridge over the railway at East Main street.

Many spectators who had come in hopes to see some action taken concerning the city treasury, were disappointed, when Alderman Thayer, as chairman of the finance committee, announced that the committee would not be able to report under two weeks. The committee was given further time, at the request of the chairman.

When the veto, by Mayor Parsons, of the resolution directing the payment of $313.13 to Lamp Inspector Belknap was read, the city attorney's opinion was asked in the matter. He said that the statements in the veto he "regarded as mere gush," and that the arguments of the Mayor would not hold good. He believed that the decision of the General Term should be regarded as the law and the bill should be paid even at the cost of over-riding the veto of the Mayor. Aldermen Shelter, Bohrer and Selye spoke in favor of paying the bill and when the vote was called for all but Alderman McMillan voted in favor of passing the resolution over the Mayor's head.

First ordinances were adopted as follows: Fourth avenue sewer, estimated expense $680; Cottage street improvement, estimated expense $1,000; Emerson and Sherman streets pipe sewer, estimated expense $5,500; East Park plank walk, estimated expense $370; Jay street Medina stone improvement, $36,000.

Final ordinances were thus disposed of: East avenue repairing, adopted; University avenue sewer, section No. 1, adopted; University avenue sewer, section No. 2, adopted; Taylor street extension, postponed two weeks: Smith street Medina improvement, adopted. A large batch of sprinkling ordinances were also adopted.

When the ordinance for the improvement of Smith street came up, at least a half hour was consumed by residents of the street in speaking for or against the ordinance. The Eleventh ward was painted pretty black by some of the allegators, but the ordinance received fifteen votes.

The postponed resolution on the street car matter was next called up by Alderman Fee, and it was evident that the majority of citizens who filled the seats back of the aldermanic circle had come expecting to hear some eloquence for and against the resolution. In this they were disappointed however, for though the Chamber of Commerce committee was represented by Messrs. Ross, Buell, Cutler, Hamilton, Kimball, Fahy and the counsel for the committee, Judge Danforth, they were there simply to show their good will in the matter. Alderman Fee sent up the following communication:

"*To the Honorable, the Common Council of the city of Rochester:*

GENTLEMEN: This committee, in pursuance of the action taken by your honorable body at its last meeting, gave a public hearing to all persons interested in the proposed electric railroad contract in the Common Council chamber, on Friday afternoon last. At such hearing Hon. George F. Danforth appeared for the executive committee of the Chamber of Commerce, John N. Beckley appeared for the railroad company and Robert P. Ryan for the trades organizations of the city.

"Your committee, in view of the questions raised as to the franchise of the company as to the streets mentioned in the ordinance of the Common Council passed in 1862, deemed it advisable to obtain the opinion of counsel as to whether such franchise continued during the life of the company, or not. As this committee had no power to employ counsel without first obtaining the approval of this board, it was suggested to the representative of the railroad company that the expense of obtaining the opinions of disinterested lawyers should be borne by the railroad company. Said company agreed to this proposition, and thereupon the committee selected Edward Harris, J. Breck Perkins and County Judge W. E. Werner, as its legal advisors. Judge Werner declined to act, for reasons which are set forth in his letter, which accompanied this report, but Messrs. Harris and Perkins at the request of this committee, examined the questions involved and gave an opinion, which is herewith submitted.

The said company has also submitted to this committee the opinion of Mr. Cogswell, accompanied by the concurrence therein of Messrs. Stull and Van Voorhis, of this city, as follows:

'I concur in the conclusion and result of the foregoing opinion. J. A. STULL.'

'I have examined Mr. Cogswell's opinion in the matter of the street railway franchise and concur with him in the conclusion which he has reached.
'JOHN VAN VOORHIS.'

"The re-examination which this committee has given the whole subject referred to it, has confirmed the opinion expressed in its former report to your Board, as to the desirability of having, at the earliest possible day, the system of rapid transit put upon the streets of this city, which is provided for in the resolutions heretofore submitted by the committee. The discussions which have been made, looking to modifications of and additions to the resolutions proposed for adoption, have been fully and carefully considered by your committee, and the results of the examination of the questions by this committee is set forth in the addition to the resolutions formerly presented, which accompany this report.

"As was stated by the company, in its communication to the Common Council, a system of transfers upon the lines of the company is in any event, and without reference to the contract, to be adopted by the company. One of the resolutions, which is herewith submitted, provides for [the] insertion in the contract of an obligation [upon t]he company to adopt, after Novem- [illegible] It is further provided, in the resolutions herewith submitted, that the company shall, after the date last stated, employ conductors on the main lines of the [illegible]. The resolutions also provide for the acceptance by the company of the [illegible] made, and for the approval of the Executive Board to the work of rebuilding the track and the reconstruction of the railroad system.

"Much has been said upon the question of compensation which the company ought to pay to the city, as a condition of the proposed grant. The company has stated with great frankness its condition, and has set forth very fully and fairly the reasons which seem to make it impossible for the company to pay any compensation whatever for the proposed grant. After several conferences, however, with the representatives of the company, your committee has obtained a proposition to the following effect, to wit: The resolutions to provide for the ratification of the agreement heretofore entered into between the city and the company, for the payment of a tax of $5 per car during the corporate existence of the company, and also to provide for the ratification of the agreements heretofore made between the city and the company, under which the company is to pay the percentage of the entire gross receipts of the company, bid at the respective sales of franchises made under the provisions of the Cantor act, so called, and to provide for the payment by the company to the city, from and after the 30th day of September, 1892, for a period of fifteen years, 1 per cent. per annum upon the gross receipts of the company, and after the expiration of the fifteen years 2 per cent. upon the gross receipts of the company, during its corporate existence. The company stated to your committee that the purpose it has in making this concession is to meet the views of the taxpayers and residents of this city in a spirit of fairness and liberality, and not because it has any fear of the result of litigation with reference to the life of its franchise. In view of the fact that lawyers of the standing of Messrs. Cogswell, Harris, Van Voorhis, Stull and Perkins all agree that the claim of the company, with reference to the life of its franchise, is well founded, your committee believes that the proposition submitted is very generous upon the part of the company, and that such proposition should be, and we believe will be, satisfactory to the people of this city.

"Your committee therefore recommend the adoption of the original resolutions presented, together with those herewith submitted.

JOSEPH FEE,
FORREST H. WILLIAMS,
J. MILLER KELLY,
WILLIAM TRACY,
LOUIS BOHRER,
Special Committee.
CHARLES R. BARNES,
Supt. Fire Alarm Telegraph."

The report was ordered received, filed and published as was also the following opinion of Messrs. Perkins and Harris:

"DEAR SIR: Our opinion is asked whether the franchise of the Rochester City & Brighton Railroad Company to operate its cars on certain streets named in a resolution or ordinance of the Common Council, passed in 1862, expires in the year 1892! in other words, on June 25th 1892, will the Common Council have the power to say that the street railroad has no further rights in these streets, and is therefore a trespasser, and if application was made to the courts, could the city obtain an injunction to restrain the street railroad from further operating over East and West Main streets, and the other streets named in the ordinance? For of course, if the charter expires at that time, the Common Council if it saw fit could restrain any further operations of the street railroad on these streets. It would be under no legal obligation to sell a franchise. If at that time it will have the power to sell the franchise to operate a railroad on these streets, it will be because it has the power to prevent the present company from further using its tracks or running its cars over them.

"It appears that in 1862 the Common Council granted to a corporation called the Rochester City & Brighton Railroad Company the right to lay its tracks upon East and West Main streets, and other streets in this city. The ordinance imposed a large number of conditions as to the manner in which the cars should be operated, the speed at which they should run, and made various other regulations for the proper management of the cars in the streets. By the twenty-fourth clause of that ordinance it was provided that the powers, rights and privileges proposed to be conferred should be limited to the period of thirty years from the date of the acceptance of the same by said railroad company. This grant was accepted by that company, and if that company were still in existence, and there had been nothing to modify the original grant, it would be perfectly plain that the rights of the railroad company would expire in 1892.

"This, however, is not the case. The corporation to which the grant was made in 1862, has expired. It was foreclosed and its existence terminated in 1868. The present corporation bears the same name, but it is no more the same company than is a son the same man as his father, because he happens to have the same name. The present company was organized in 1868, and by its articles of association, and by virtue of the laws of the state, it acquired a corporate life for the term of ninety-nine years. It has never given its assent to the ordinance of 1862, and it obtains no rights thereunder, except such as it acquired by the foreclosure of the mortgage on the property of the defunct company. This being so, in the year 1869, the Legislature of the state (which, it is hardly necessary to say, has the ultimate authority over the streets in any city, and can grant franchises upon them to any corporation it sees fit, subject only to the provisions of the Constitution, and the rights of the individual land-owner), passed an act by which it [illegible] to maintain and operate a railroad in any of the streets of the city of Rochester in which it has a track now laid.'' This right was given to the company absolutely. It was not dependent upon the consent of the Common Council. It is a well established principle that any grant of a franchise to a corporation, is a grant for the term of the existence of the corporation unless it is expressly restricted. This grant from the Legislature was, therefore, a grant to the street railroad company, of the right to operate its lines in the streets in which they were then constructed, during the term of its corporate existence. The sixth provision of this act, however, said that the act should not be construed as in way impairing the force or effect of the ordinance of the Common Council in 1862, except as therein specifically provided. That ordinance contained a large number of provisions and regulations which were not modified by the act of the Legislature. This provision was inserted in order that the street railroad company should not claim the power to operate its road regardless of the various regulations imposed by the Common Council and which were deemed conducive to the safety and convenience of citizens. But by the first section the Legislature had already made a grant of the right to operate, which was a specific grant for the existence of the corporation. In that respect, therefore, the Legislature had provided a different term for the operation of this railroad from that described by the ordinance, and to that extent, as well as in other respects, provided by the act, the act impaired the force and effect of the ordinance; and it was intended that it should. There was no necessity for any act of the Legislature granting to the new corporation the power to run its cars in [illegible] for the term of thirty years from 1862. The ordinance had provided, section 28, that all its provisions should be applicable to any new corporation which should thereafter be [illegible] have obtained the right to operate in these streets until 1892. It needed no act of the Legislature to get that power. The granting clause in the first section of the act of 1869 was wholly unnecessary, unless it was intended to give the present corporation the right to operate in these streets, not merely until 1892, which it might have acquired otherwise, but for the term of its existence. This was a right which the Legislature had the power to grant if it saw fit to exercise its power. Whether wisely or unwisely, is not a question for us to discuss now.

"But even if we are wrong in this construction of the statute, we think this would not alter the legal relations of the city and the street railroad company. The various franchises and rights granted by the city to the street railroad, and the obligations assumed by the railroad, are to be construed together. If recourse is had to the courts, they will be interpreted in the same manner as are the contracts and relations of any two private parties. The courts will consider what rights were intended to be given, what rights it was understood by both parties were possessed, and this must be gathered from all the resolutions, ordinances and agreements bearing upon the question. The streets named in the ordinance of 1862, form but a comparatively small portion of the entire system of the railroad company at this time. They are, however, the center of the whole system, and if the right to operate on these streets was taken away, the operation of the entire system would be practically stopped, and the use of the tracks in the numerous other streets in which they have been laid would be rendered valueless to the corporation, and of no use or convenience to the citizens. During the twenty-one years since 1869, the city has granted to the railroad the right to lay its tracks and operate its road, over and through a large number of streets, and the tracks have been laid in them, aggregating altogether very many miles. Unless we have overlooked some grant in our examination, the right in every one of these streets, has been given without restriction. In other words, it cannot be contended that the present company has not the right to operate its road in all the streets granted to it since 1869, for the term of its corporate existence. These grants have been received by the street railroad with the obligation to construct its road and operate it in conformity with the general requirements of the city ordinances. It has been expressly provided that passengers should be carried over them from any distance, to the Four Corners, for five cents. To reach the Four Corners on any of these various lines it is necessary to pass over the tracks of either East or West Main, State or Exchange streets, which are four of the streets named in the ordinance of 1862. The city has uniformly treated this system, as it has been treated by the street railroad, as a whole. The street railroad has been required to, and has made its extensions a part of the original system. Take for instance the Park avenue line. East Main street, as far as Elm street, is named in the original ordinance. A few years ago the city granted to the corporation the right to construct the Park avenue line, beginning at Elm street and continuing to a certain distance on Park avenue. This grant was for the term of the life of the corporation. It was made and intended to be made a part of the whole system. The railroad had no right to carry a passenger to the corner of Elm street and charge him 5 cents, and than exact a further fare of 5 cents for bringing him to the Four corners. It was bound to carry him the whole distance for that fare. Subsequently, and in 1888, under the provisions of the Cantor act, the right was sold to the railroad to construct an extension to the Park avenue line running to the city limits; and this was added to the system as it before existed. In view of all these facts, can the city in 1892, stop the operation of the cars on East Main street, and on the other streets named in the ordinance of 1862, and thus compel the corporation to stop the Park avenue line for instance, at the corner of Elm street, and the various other branches and extensions where they reach the original lines? If it applied to the courts for relief, would they grant an injunction restraining the street railroad from further operating their cars on the streets named in the first ordinance? We do not think they would. Such a construction of the legal relations between the parties would put the city in a position where, after granting these various rights for the term of the life of the corporation, requiring the lines to be built, inviting the expenditure of capital in the equipment of them, requiring passengers to be brought to the Four Corners at a fixed fare, and thus showing its intention to treat the whole system as a unit, it could practically destroy the system and grant the franchise in the streets of the center of the city to some other corporation, and impose upon citizens using the street cars the liability to pay two fares, to two separate corporations, of five cents each to reach the Four Corners, instead of being carried by one corporation for one fare. Should the city apply to the courts for relief which would involve such a result, we do not think it will succeed in finding it.

"There are many other facts to be considered. Since the Cantor act, the right to operate on various streets, has been sold. These sales were for the life-time of the corporation. There was no limitation of time imposed in the terms of the sale, and therefore that is a necessary result. In these sales the corporation bid a certain percentage of its gross receipts. The city has claimed, and rightly claimed, that the system must be regarded as a whole, and that the gross receipts [illegible] the fares collected on [illegible] extension sold. And this [illegible] acceded to. Take for instance, [illegible] Main street line. In 1887, a right was sold to the present corporation to construct what was described by the city as an extension branch and line of railroad beginning at its present terminus at the intersection of University avenue, and running thence to North Goodman street. This right was sold for the life-time of the corporation. The railroad was required to furnish a bond in the sum of $10,000 for the construction of such branch and extension. Will the courts say that when this sale was made, this bond required, it was contemplated by either party that five years thereafter the franchise to operate street cars from University avenue west terminated? That the purchaser made its bid, agreed to pay a percentage on the entire receipts of the corporation for a term of over seventy years, proceeded to construct the railroad over University avenue to Goodman street, when it was understood that the city in 1892 could cancel the franchise on East Main street, west of University avenue, rendering it impossible to reach the Four Corners, and leave the street car company for seventy years to operate this piece half a mile long which would be simply a nuisance to the public? We do not think any court will thus hold.

"There is another contract to which we might allude. In 1883 the Common Council granted to the street railroad the right to place a turn-table at the junction of West Main and Fitzhugh streets. This grant was without restriction in time, and therefore necessarily for the lifetime of the corporation. But it was also provided that the grant should not be operative unless the street railroad gave an agreement to place [illegible] Under the terms of this resolution the city obtained from the street railroad a contract, dated the 13th day of December, 1883, by which the railroad agreed in order to obtain this right, and also in order to [illegible] Four Corners was becoming a nuisance) that it would place a turn-table at the junction of West Main and Fitzhugh streets, and maintain and operate the same in connection with some part of the lines of of the company, and keep the street within three feet thereof in perfect repair for public use so long as the turn-table should remain there, during the existence of the said company. Can it be successfully contended that when the city has obtained from the corporation a contract to construct this turn-table, keep it in repair and use it in connection with its lines during the term of its existence, it can now claim that the right to run cars at the junction of West Main and Fitzhugh streets was one that expired in 1892, and that it can restrain the said railroad from operating its cars at that point after that time? It does not seem to us that any such claim would be upheld by the courts.

"Let us suppose that the street railroad in 1892, should claim that its franchise on the streets named in the resolution of 1862 had expired, and that it would no longer operate over them: that it should refuse to keep the turn-table in repair and to carry the cars on its various lines to it; that it should seek to land its passengers where its extensions touch Main and State streets, collect from them the fare of 5 cents and refuse to carry them to the center of the city, would the courts allow it to take this position? Certainly not. It has assumed obligations which it must perform during its corporate existence, and it possesses rights which correspond to those obligations.

"We are, therefore, of the opinion that the city cannot claim that the franchise of the present street railroad to use the streets named in the ordinance of 1862, expires in 1892, and that if it should at that time apply to the courts to enjoin the company from further operating its road in those streets on the ground that its franchise had expired, its application would be unsuccessful.

"J. B. PERKINS,
"EDWARD HARRIS."

The next step in the matter was the presentation of the following communication from the executive committee of the Chamber of Commerce:

ROCHESTER, N. Y., Feb. 17, 1890.

Hon. Common Council of the City of Rochester:

GENTLEMEN: At the meeting of your honorable body on February 10th inst., we presented a memorial requesting a delay of at least a week in the matter of the resolutions relating to Rochester City & Brighton Railway Company which your honorable body had then under consideration. Such postponement being courteously made in consequence of the request of the Rochester company, as well as our own, we have presented our objections to certain details of the proposed contract by counsel before the select committee, and have since in conference with the railway company's representatives secured its assent to such modifications in the terms of the proposed agreement as seem to us not only to be imperatively required in the interest of the city at large, but which have so far removed our objections that we are glad to recommend the execution of the contract thus modified.

"These changes are an explicit stipulation with regard to an equitable system of transfer tickets; the erection of iron poles throughout the business streets instead of wood, and agreement on the part of the company to erect and operate the electric system on all its lines within a limited period stated in the contract, and the agreement to pay to the city in addition to payments already obligatory upon the company, 1 per cent. on the gross receipts for the first fifteen years after September 30, 1892, and 2 per cent upon such gross receipts thereafter during the continuance of the franchise. Other minor modifications not necessary to be detailed here have been agreed upon.

"Always in favor of, and anxious to secure a satisfactory system of rapid transit on the street railway lines of the city, we congratulate your honorable body, our fellow citizens and ourselves upon the spirit of courtesy and fairness with which the representatives of the company have met our objections to the original terms of the proposed contract, and upon the fact that negotiation and discussion have led to such an agreement as will not only give the city, as we hope and believe, a satisfactory system of rapid transit, but will secure in the future some compensation to the city for the privileges enjoyed by the company, and we hope in view of the advantages which the new system will give the city and of the concessions which have been made, that the work proposed to be undertaken by the company may be assisted by prompt consent from the property-owners who have got to be consulted.

"All of which is most respectfully submitted.

L. P. ROSS, H. C. BREWSTER,
A. S. HAMILTON, T. B. GRIFFITH,
W. S. KIMBALL, W. C. BARRY,
H. B. HATHAWAY, JAMES G. CUTLER,
JOHN FAHY, GEORGE C. BUELL.
The executive committee of the Chamber of Commerce."

Alderman Fee next offered the amendments to the original resolution agreed upon by the company and concurred in by the executive committee of the Chamber of Commerce. Some clauses of the original resolutions were changed by the insertion of some word or words to make them agree with the additional provisions. The principal amendments were as follows:

"*Resolved*, That the pending resolutions be amended by adding the following:

It is further resolved that, from and after the 1st day of November, 1892, the said company, its successors and assigns, shall, [illegible] corporate existence, [illegible] five cents [illegible] point on [illegible] or branch operated by it or under its control, to any other point thereon, or on any connecting branch thereof, within the limits of the city of Rochester.

It is further resolved that, from and after November 1, 1892, the said company, its successors and assigns, shall, during its or their corporate existence, operate all of the main lines of its or their railroad with a conductor upon each car.

It is further resolved that, from and after the 30th day of September, 1892, and for a period of fifteen years, said company, its successors and assigns, shall, in addition to the payments required to be made by contracts heretofore entered into between the city of Rochester and said company, pay to the city of Rochester, on the 1st day of November of each and every year during said period of fifteen years 1 per cent. upon the entire gross receipts of said company, its successors or assigns, and that, from and after the expiration of said period of fifteen years, and during the entire corporate existence of said company, its successors and assigns, it shall pay yearly, on the 1st day of November, 2 per cent. upon the entire gross receipts of said company, its successors and assigns.

It is further resolved, that the work of constructing its railroad, and installing the system provided for in these resolutions, shall be done under the supervision of the proper city authorities of the city of Rochester.

It is further resolved, that the grant set forth in these resolutions shall not be binding on said city, unless formally accepted by said railroad company within sixty days, in such manner as shall legally bind said com[illegible]

[illegible] It is further resolved that the poles [illegible] erected in the business section of the city shall be of iron.

It is further resolved that the books of said company shall be open to inspection and examination by the treasurer of the city of Rochester or his duly appointed agent for the purpose of ascertaining the correctness of any statement by said railroad company as to said gross receipts. And it is further provided that if the said Rochester City & Brighton Railroad Company, its successors or assigns, fail to comply with any of the provisions of these resolutions as to time of construction and beginning the operation of the system permitted by these resolutions, or in respect to the payment of that portion of its gross earnings agreed by it to be paid to said city, or the exhibition of its books as above provided all grants and powers conferred by these resolutions shall cease and the grant hereby conferred shall become void, except that if the construction of its system of works or its operation shall be stayed by injunctions issued on the application of any property owner, or if it shall be delayed by reason of its inability to procure the necessary permission to make such construction or commence such operation on any street the time of such stay or necessary delay shall not be taken into account as forming any part of the time allowed by these resolutions for such construction or beginning such operation on said street. It is also understood and agreed that nothing herein contained shall be deemed to relieve the railroad company from paying the annual license fee now required to be paid for each car placed upon said road—but the payments herein provided for shall be in addition thereto.''

As soon as Clerk Sheridan had concluded the reading of this immense batch of literature, John N. Beckley representing the railway people asked permission to talk to the council. He said he would not speak in favor of the adoption of the resolution and he kept his word. He did, however, take occasion to say that the company was under great obligations to the council, to the special committee and to the executive committee of the Chamber of Commerce. He said that these negotiations really began along last summer when the Crosstown company made application for the privileges that the greater company now desired, and that from the beginning to the end the members of the committee had acted with an eye single to the interests of the city. While no member of the Chamber of Commerce had expressed an opinion in anyway detrimental to the company, he could not refrain from saying that it had been better if the executive committee had come directly to the company before circulating its petition. "We are glad," said he, "that the outcome is what it is, though I am free to admit that the concessions made by the company are really greater than should have been made." Mr. Beckley closed by pledging that the company would do what was in its power to give Rochester a rapid transit system of railway which would do much toward developing the industries of the city. "We pledge you that within two years a system of transit shall be in operation which shall do much toward making of Rochester a great city."

Sidney B. Roby was the first to really speak upon the resolution. He said that he should protest against a longer contract than for fifteen years.

George C. Buell of the executive committee of the Chamber of Commerce next spoke of the various actions of the committee, and explained how a basis of agreement had been reached in which his committee could concur. He said the committee was greatly exercised when it discovered a possibility that the council would heartily adopt a resolution giving the street car company so many additional privileges without insuring to the city any just compensation. The Chamber of Commerce had no other reason for existence then to insure so far as possible the best interests of the city at large. Further, the committee was prepared to show fight and antagonize. They had from the outset, however, found the company ready to meet them in a spirit of fairness, and they had not asked a single change from beginning to end that had not in the main been granted. Nobody could ask more, in fact, than the company seemed ready to grant cheerfully. Mr Buell next gave some figures showing the gain in dollars to the city by the concessions made by the company. He would be willing to guarantee that it meant not less than a million dollars to the city during the continuance of the contract. He closed by saying that he believed it to be for the best interest of the tax payers that the council promptly and cheerfully adopt the resolution.

After a further protest from Mr. Roby, the question was called for and the resolution with the amendments was unanimously adopted. Alderman Fee then presented a resolution providing the special committee with Mayor Parsons added, be continued, and that it be invested with the powers conferred in the council by virtue of the contract at all times when the board is not in session.

The remaining business was put through with a rush. On motion of Alderman Selye the report of the law committee with relation to the Lake avenue improvement was reconsidered and referred back to the committee. The Haag's alley improvement ordinance was also reconsidered and final action postponed. A partial estimate on the Driving Park avenue bridge of $2,132, was ordered paid. Alderman Tracy offered a resolution directing the Senator and Assemblyman from this district to favor a bill in the Legislature making an appropriation for the construction of a lift bridge over the Erie canal at Ford street.

This resolution was adopted and the Council adjourned.

FEBRUARY 20, 18[illegible]

BOSTON STREET CAR SERVICE.

The West End Street Railway Company of Boston has petitioned the Legislature for authority to establish elevated tracks in the crowded portions of Boston. In the narrow streets the street car service is insufficient to accommodate the people. The plan is to run the electric street cars on an elevated structure in some of the crowded streets, coming to the level again where the streets are broader. In an argument before the legislative committee, President Whitney, of the West End road, said of the electric system:

I will say that the electric system of the West End railway, wherever it goes to-day, is entirely acceptable. All those things that we have stated, so far as speed is concerned, and so far as the satisfaction of the community with the system is concerned, can be amply demonstrated by a single trip upon one of our cars, and it gives me very great pleasure to feel that we are prepared to introduce this system to this extent, and that the same company that operates the surface lines will operate the elevated system; the same cars that travel over the surface will travel over the elevated road.

Since the improvement of the street car service in Boston the travel has increased very rapidly. President Whitney says of this increase in his argument:

Last year there was an increase of 20,30 and sometimes 40,000 more people carried per day than the previous year. The same is true to-day, and this thing is still going on. I know not what can prevent this increase from year to year, except it be the want of facilities that shall enable people comfortably to go and come through our streets.

It is probable that the same rate of increase in street car travel will take place in this city, as soon as the service is improved. The Rochester service will be patterned after that in Boston, but it will never be necessary to introduce elevated roads here. The city of Rochester is to be congratulated upon the prospects of a street car service that will be equal to that in Boston and better than the service in New York.

The Post-Express.

ROCHESTER, THURSDAY, FEB. 20

Ex-Alderman Elliott's Opinion.

Ex-Alderman Elliott has sent the following letter to President Ross, of the Chamber of Commerce:

L. P. Ross, Esq.:

DEAR SIR: The success which has attended the Chamber of Commerce in the matter of the new contract with the Rochester City and Brighton railroad, justifies its existence in a decidedly emphatic manner.

Commenting on the humble efforts which the writer put forth last year to prevent the giving away of franchises, the POST-EXPRESS, which has so valiantly championed the people's cause in this matter, said in effect that while it might not be much use at present to write such things down it might be pleasant to remember the effort after the people had wakened to the better methods and demanded a quid pro quo. The people have wakened sooner than hoped for, but none too soon. After 1892 we shall have electric cars on the trolley plan, transfer tickets, conductors on main lines, 1 per cent. of gross receipts for fifteen years, 2 per cent. thereafter during the life of the company, $5 license per year per car in addition to present percentages and license fees. Since 1862 not over $1,5?? has been paid to the city for any of its profitable privileges. So, indeed, a great work has been accomplished, and to the chamber of commerce and the POST-EXPRESS the people are under a large debt of obligation for their promptness and vigor in defending an otherwise undefended municipality from further free-franchise spoliations. Let us hope that we have turned over a new leaf in municipal legislation, and that our city officials will comprehend that public property in their hands is a public trust, and not a grab-game-bag affair. Now for charter revision!

Respectfully Yours,
GEORGE W. ELLIOTT.

Rochester, N. Y., Feb. 19, 1890.

THE COURT HOUSE JOB.

The court house investigating committee of the board of supervisors has done its work well. Its report, submitted yesterday and published in full in this paper, testifies to the faithfulness of the supervisors whose names are signed to it and to the zeal and ability of its counsel, Walter S. Hubbell. A complete exposure has been made of the shameful neglect of duty chargeable to the court house trustees under whose authority the job was undertaken. Of the action of these supervisors, one of whom at least, McKelvey of the Ninth ward, has the impudence to ask for an elective office right on the heels of this exposure, the report says:

They let this large job upon an oral contract which did not limit the amount to be expended, and then paid Rice $9,400 upon the contract before they had ever seen a bill of any of the items. They overdrew their account $18,000; they did not limit Rice in their contract to any kind or to any amount of repairs; they had no agreement with him as to prices; they kept no account of the number of men at work or the amount of material furnished; they never had a bill which showed the dates of various items; when they at last received a bill, upon which nearly $3000 was still unpaid, they paid the balance without taking the trouble to find out about the prices charged either for labor or material. Two of them, Redman and Diver, only visited the court house about once a week, and the third, McKelvey, spent most of his time there while the work was going on, but each alike seemed to take it for granted that everything was all right and relied upon what the other two and the inspectors were doing.

It is only fair to add that the report makes note of the fact that Messrs. Red-

from their official position, aside from the per diem and other pay they receive. On this point we again quote from the report:

It appears from the evidence taken by your committee that the custom of allowing supervisors to do work or furnish materials for the county is a growing evil. Several supervisors figure in the bills paid by last year's trustees. Supervisors John Rice and Marsielje were appointed a committee to report as to the alleged unsanitary condition of the Court house and afterward with the three trustees were appointed to report the estimated cost of putting the building in a sanitary condition. This joint committee estimated $1,500 as the cost. Almost immediately after the trustees were authorized to repair the Court house they appointed supervisor Marsielje as inspector and made a contract with (or through) E. J. Rice, a brother of the supervisor, to do the work on the Court house. The trustees—or at least two of them—testified that they supposed or took it for granted that Edward J. Rice was a member of the firm of Rice Brothers, of which John Rice was the senior member.

A third point is the exposure of the proceedings of the supervisor who was appointed inspector of the job. He was not only "almost criminally negligent" of his duties as such officer, but seems to have been intent to make the most out of the job for himself. Says the report:

He furnished labor and materials to the amount of $1,378.28, making a profit on each. His bill was rendered nominally to Edward J. Rice, but the trustees gave him two orders amounting to $8?0, in part payment of it. While doing this work he was being paid $3 per day as inspector of the whole job, including his own work. He charged for 75 days as inspector, while the entire time could not have been over 69 days, during three of which the board was in session. So that he could not properly have been allowed for more than 66 days, even if he had been present ten hours a day, each working day.

The inspector's relations with Plumber Rice were also admirably harmonious in relation to the mason work, of which the committee says:

This item presents a curious state of facts. Mr. Rice hired practically all of his masons and mason help of Supervisor Marsielje, the inspector, who was a practical mason. Mr. Marsielje also furnished most of the material for the mason work. Marsielje paid the masons $3 per day; Rice paid Marsielje for the same mason $3.50 per day, and then charged the county for the same man $4.25 per day.

As to Plumber Rice who naively admitted before the committee that another such job would set him on his feet, no adequate idea of his proceedings can be obtained save by a perusal of the report itself. Since the trustees audited his bills, no restitution can be obtained from him unless it can be legally proved that items in his bills are fraudulent, or in other words that he has charged for materials which were not furnished. The committee has been impeded in many ways in its efforts to obtain clear proof on this point and asks for authority to continue the proceedings by which it is hoped to gain this evidence. It is superfluous to say that this authority should be promptly granted. The reforms suggested by the committee are enforced by every consideration of prudence and regard for the interests of the county.

THE FRANCHISES GRANTED.

The Common Council last evening, by a unanimous vote, granted the application of the Rochester City & Brighton Railroad Company to change the system of locomotion from horse to electric power. Such alterations from the original resolutions as have been made are entirely in the interest of the city, and most of them were suggested by the committee of the Chamber of Commerce which has shown itself zealous and intelligent in its efforts to properly guard the public weal. It must also be conceded, as it was so conceded in the graceful speech of George C. Buell, that the company has evinced a willingness to make all reasonable concessions requested, and the result, it is not be doubted, will be received by the community with approval. The position held by the company in regard to the duration of its franchises is confirmed by the action of the council, and there can be no controversy about them. They are co-existent with the corporate life of the company. The restrictions and regulations, however, imposed by the original resolutions of the Common Council are retained, and in addition a liberal compensation to be paid to the city is provided for; acceptance is made obligatory upon the company; iron posts are to be erected in the business portion of the city; a single fare is enjoined; and the bob-tail car is relegated to the past. All these improvements will occur in due season. In the meantime, we are assured that the company will expedite the improvements as earnestly as possible, and that rapid transit is an event of the near future. Everybody is to be congratulated upon the happy termination of what might have been a serious issue for all concerned.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Washington Post.

FEB 7th

THE RESOLUTIONS

An Unequivocal Indorsement of the Tonnage Bill.

The resolutions adopted by the league were as follows:

The American Shipping and Industrial League, zealously pursuing its object—the promotion of the development of American labor and distribution of the products thereof by the enlargement and extension of the merchant marine of the United States, at its session in Washington city, February 5 and 7, 1890, reaffirms the declaration made at its last annual meeting.

Whereas our best foreign markets naturally are those of Central and South America, the West Indies, Eastern Asia, and Australia, but from which we are now practically excluded by inadequate transportation facilities of our own; and

Whereas the distribution of American products could be better effected through the instrumentality of American merchants and their own ships, which would earn the freight that always has to be paid in cash, whether there be profit or loss on the cargo; and

Whereas the nationality of a ship in which goods are transported generally carries with it, to a great extent, the command of the market to which the goods are consigned, and also controls the exchanges by which the payments are effected; and

Whereas the decay of American shipping has had and must naturally have an injurious effect upon all industries, because it forces the country to pay enormous sums in cash for foreign transportation, which thus might and should be returned to our country through our own merchants owning their own shipping; and

Whereas a merchant marine is absolutely essential to the maritime defense of the nation, since without it we will not have seamen to man the Navy in time of war; and

Whereas the rapidly developing industrial power of the South makes it certain that, with the aid of that section, the time is at hand when the United States will be able, with proper protection of the shipping interests, to defy the open and fair competition of the world in the foreign export trade; therefore

Be it resolved, That this convention urge upon the Congress of the United States proper measures for the revival and extension of the merchant marine, and declare that among such measures we recognize as timely and effective the bill known as the "Farquhar Bill," H. R. 4663, "which shall be engaged in the foreign trade, plying between the ports of the United States and foreign ports, or between foreign ports and other foreign ports, the sum of thirty cents per gross registered ton for each 1,000 miles sailed, outward or inward, and pro rata for any distance traveled less than 1,000, on any voyage or voyages." "The payments of the rate of thirty cents per ton for each one thousand traveled as herein provided, shall continue for the term of ten years, at that rate, and thereafter for another term of nine years at a reduction of three cents per ton each year upon each one thousand miles traveled, and pro rata for any less distance, and in recommending this bill for immediate passage we do it upon the ground that it will place the merchant marine engaged in the foreign trade upon an equality with that of other nations.

Resolved, That this convention further urge upon Congress the immediate provision for the defense of the coast and seaport cities of the United States on the lakes as well as on the seaboard.

Resolved, That we hail with gratification the acts of Congress providing for the rebuilding and equipment of a strong and efficient navy, so necessary for marine defense, and for the security of our commerce and carrying trade on the high seas.

Resolved, That this convention further urges upon Congress the great importance of adequate provision for the improvement of the harbors and rivers of the whole country, concurrently with the restoration and development of our ocean commerce so that all sections and States of the republic shall participate in and enjoy the benefits of restored and enlarged commerce with each other, and the outside world through their natural water-ways and harbors developed by the fostering hand of the nation.

Resolved, That the United States mails ought to be carried between this and foreign countries in American ships, under our own flag as soon as practicable consistently with certainty and celerity of the service, and that for such service this Government ought to pay a just compensation regardless of the price at which other nations are willing to provide similar service.

Resolved, That the vast present and prospective manufacturing and commercial interests of this country entitled them to a foreign mail service, the promptness, celerity, and certainty of which shall be insured, in peace and in war, by national patriotism, national pride, and national ambition to extend our influence, our commerce, and our markets throughout the world.

Resolved, That such service can be only relied upon, in peace and war, when performed by American hands, warmed by American hearts under the American flag.

Resolved, That this convention heartily indorse the naval reserve bill, providing for the enrollment of a naval militia, and recommend to Congress the immediate passage of said bill.

OUR FLAG ON THE SEAS

It Should Float from Many Vessels Carrying Commerce.

WORK OF THE SHIPPING LEAGUE

Colonel Dickinson, of New York, Makes a Stirring Address—Senator Pasco and Others Deliver Encouraging Speeches—Final Session of the Convention.

The league reassembled yesterday afternoon at 10:30 o'clock, and the first business was receiving the report of the committee which was appointed to present to the President the resolutions adopted at Thursday's session. The gentlemen, Messrs. Andrew Wheeler and George A. Kelly, reported that the President had assured them that he is in thorough sympathy with the league, and would render every assistance in his power. He believed it to be of national interest.

On motion of Col. J. C. Howland, of Georgia, the report was received and the committee discharged. The committee on nominations for officers reported that after due deliberation the old board of officers had been agreed upon. The report was accepted, and the following officers were elected by acclamation:

Joseph Wheeler, of Alabama, president; Ambrose Snow, of New York, first vice president; L. M. Merritt, of Florida, second vice president; George A. Kelly, of Pennsylvania, third vice president; J. S. Clarkson, of Iowa, fourth vice president; F. M. Whitmore, of Maine, fifth vice president; Charles S. Hill, secretary, (Address, Washington, D. C.); John W. Ryckman, assistant secretary; A. Vanderbilt, of New York, treasurer.

Executive Board.—Ambrose Snow, of New York, chairman; James S. Negley, of Pennsylvania; E. H. Ripley, of Vermont; A. Wheeler, of Pennsylvania; H. T. Gause, of Delaware; W. H. Webb, of New York; J. W. Carey, of New York; ...

... Sperry, of Connecticut; H. Dudley Coleman, of Louisiana; A. G. Dickinson, of New York; Charles Moody, of Massachusetts.

Commissioners of Conference.—Robert C. ... Louisiana; Sewall C. Cobb, of Florida; ... Col. A. G. Dickinson, of New York, read ... paper on "American Shipping ... National Economic." The gentleman had visited every capital city on the continent and the United Kingdom of Great Britain for the purpose of studying the merchant marine and postal service of every kingdom, empire, and republic of the old world. Every country was found far in advance of America in merchant marine. Before the war we were the second nation on the sea, carrying 84 per cent. of our commerce; now we carry 14 per cent. of what we produce. We have 10,000 miles of coast, with a coastwise commerce the largest of all the nations on earth. There must be ships that carry the Stars and Stripes. We must have our own ships and control our own trade with foreign nations.

Colonel Dickinson paid a tribute to the Germans as the best merchants and the most enterprising business men in the world. We need commercial unions and the means of free intercourse. It has been said that our policy is to protect ourselves against intercourse with foreign nations, to erect barriers to trade rather than remove them. Without war ships, without sailors, without a merchant marine, we cannot expect to be commercial rulers. We cannot enrich the citizens of our country with the over-productiveness of our factories, while we defend them against a foreign trade. He favored Government aid to steamship lines, whether done under the name of subsidy, bounty, or mail contracts. The splendid mail facilities of England were referred to. In 1888 a clear profit of $12,501,850.03 was made, while in the United States a deficiency of $5,069,820.85 was shown for the same year. Money is being lost by our postal treaties with foreign nations.

The President, said Colonel Dickinson, is in favor of Federal aid to American steamship lines. It is insulting to the nation's pride that we are in this condition. We must seek the restoration of the Stars and Stripes to the high seas. In the President's address he spoke of the abandonment of the American lines of steamships in the unequal contest with aided lines of other nations, and recommended that such appropriations be made for ocean mail service in American steamships between our ports and those of South and Central America, China, Japan, and the important islands in each of the great oceans. Colombia's exports to England in 1887 amounted to $2,743,866; to France, $1,356,312; to Germany, $815,672, while at the same time the United States received values amounting to $517,886 only.

He said that if as much be accomplished in each coming year as has been in 1889, we will have in a few years all the elements necessary for securing our share of the trade of the countries south of us. We will have an effective merchant marine and a navy to protect it, capital to spare for loans, liberality in granting credits, with extensions, large commercial and banking houses established for that trade. He paid handsome and deserving compliments to the officers of the league in closing.

A vote of thanks was tendered General Dickinson for the able, instructive, and interesting paper, and it was resolved that the same be printed for circulation.

Mr. Waters, of New York, moved that the chair appoint a committee of three on legislation, which was carried.

The secretary announced that Congressmen Cummings, Boutelle, and Butterworth had expected to be present, but had been unavoidably detained.

The roll call of States was resumed and South Carolina being called Mr. Wilson, of Port Royal, responded, saying the shipping interest should be fostered and the South will be found ready to do her part. The day is not far distant when a line of ships must be built to use up the products of the mineral mines of the South. We must have some other method of consuming steel and iron. The strides of progress in the South are rapid. We want to assist in building our ships. London parties had communicated with him relative to transporting some of their mineral interests here.

He said it was a disgrace that foreign steamers should do the passenger and freight work for America. "Let us have the American ship of the future," he said. "Let us surpass them all." The league was doing a good work, and there is much to encourage. There is no need to feel discouraged. The speaker was frequently applauded.

Col. F. A. Reed, president of the board of trade, Alexandria, Va., was called, and said the State of Virginia was in hearty sympathy with the league. "We are largely interested in this question," he said. "We are prepared to do our part. I have in my possession a list of more than fifty ships which were built in Alexandria, and now her shipping interests are dead. We want the interest revived. It is sad to think of the deplorable condition of Alexandria on account of the shipping interests of the country having died out." The speaker said there must be no politics, however, and when he had concluded Mr. Carey announced that the league knew no South, North, East or West, and politics did not enter into the discussions.

The secretary read a letter from John D. Imboden, of Virginia, in which he expressed himself as being entirely in accord with the league.

A resolution was adopted instructing the secretary to have the speeches of J. F. Hausen, of Georgia, and the gentleman from Alaska, printed for general circulation.

Senator Pasco, of Florida, appeared at the last hour, and as he handed in his credentials and announced his name he was greeted with applause and made a brief but enthusiastic talk, saying that the sentiments of the people of his State were with the league.

Mr. A. Worth Spates, of Baltimore, introduced a resolution thanking the press for liberal reports of the session, which was adopted. Mr. Spates was called on for a speech and responded in a happy manner.

Col. J. C. Howland, of Georgia, presented a resolution returning the thanks of the league to the officers for the able manner in which they had performed their duties. The resolution prevailed unanimously.

With a few appropriate remarks by the chairman, the league adjourned.

Messrs. A. Wheeler and George A. Kelly, ...

... adopted by the league.

An extract from a letter written by Mayor Grant, of New York, dated January 23, 1890, was read during the session as follows: ... pressing my hearty sympathy with it in its aims, and my congratulations upon the progress it has made toward the accomplishment of a result of such vital importance to our nation's future welfare and prosperity."

The Post-Express.

ROCHESTER, MONDAY, FEBRUARY 17.

Entered at the Post-office at Rochester, N. Y., as Second Class Mail Matter

RATES OF SUBSCRIPTION—By mail, postage paid, or delivered by careful carriers at door free:

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DANIEL T. HUNT, Secretary.
12, 14 and 18 Mill street, Rochester, N. Y.

The POST-EXPRESS is the only evening paper delivering its 4 o'clock edition to ALL city subscribers.

Subscribers failing to receive the POST-EXPRESS promptly and regularly, will confer a favor by reporting the fact at the business office.

THE TREASURY CASE.

This paper is in full accord with what has been said in general praise of Mr. Davis and in sympathy with him; but personal sentiment should not delude us into forgetting altogether the public interests and the duty of a trustee. The *Morning Herald* puts the case kindly but strongly:

The missing $60,000 of the city's money mentioned at the beginning of this article seems to have been taken by Mr. Davis for his own use. We are agreed with every public and private utterance we have heard in refusing to attribute dishonest intentions to the ex-city treasurer. It is shown that there was no tampering with the accounts and no attempt to escape when exposure became inevitable. Doubtless Mr. Davis intended to replace the money he had misappropriated, and, indeed, there is evidence showing that the deficiency varied and was much less at the time of the discovery than it had been at one time before. All this may be put to the defaulting treasurer's credit, and we believe he is entirely sincere in his earnest assurance, given since the facts were published, that neither the city nor his bondsmen will be the losers by his offense. Nevertheless, we cannot permit our sympathy for one who has many manly and engaging qualities and whose personal friends are numbered by thousands, to cover from our eyes the criminal character of the ex-treasurer's transactions. This large and flourishing city made him the keeper of its accounts and custodian of its funds. That fact, of itself, placed him under the most sacred obligations neither to indulge in nor permit any unlawful or even irregular use of the public money. The strictest construction of his rights and duties was alone admissable to such an officer. Certainly no one who had a proper conception of the trust reposed in him could have thought of converting the funds in his keeping to his own use, even temporarily. There have been so many examples in American business and official life of the evils and perils involved in the practice we are condemning that it is amazing that any man, with the honest intentions we are willing to place to Mr. Davis's credit, should dare take the first step which will lead to almost certain ruin.

We notice one curious tendency on the part of nearly all those personally or directly interested in the city treasurer's case. It is to plead that the matter might have been kept a secret, smoothed over, and eventually arranged without loss in any direction. We respect the sentiment that prompts men to wish that this could have been done; but there are two good reasons why it can not be done. One reason is that a secret in which so many people are involved is not apt to remain a secret. Powerful influence may be brought to bear to keep it out of the newspapers of the city; but newspapers outside of the city will not hesitate to publish it. Another reason is that secrecy in a matter of this kind is simply wrong. It involves public interests and the discharge of a public trust; and the people are entitled to know all the facts.

We are told that some persons think it was cruel on the part of this paper to publish the fact of a deficiency in the city treasurer's accounts on Saturday; but though it was a disagreeable thing to do, no plainer duty could be set before any journalist. It was a thing to be done, however regretfully. The journalist who yields to pressure for secrecy in a case of this kind betrays the trust put in him by his readers and becomes a deceiver and not an instructor of the people.

ROCHESTER MORNING HERALD

FEBRUARY 18, 1890.

THE CITY'S MONEY.

ARRANGEMENTS FOR TAKING CARE OF IT.

John Bower Temporarily in Charge of the Treasurer's Office—Candidates for the Place—The Riley Deed.

But little that was new developed yesterday in the matter of the deficiency in the city treasury. John Bower was in charge in the city treasurer's office, as the representative of Alderman Thayer. Mr. Davis was about the office almost all day. He made no effort to conceal himself and greeted his friends quietly but heartily. During the day he signed a number of tax receipts.

The aldermen met in the city clerk's office shortly after eight o'clock, but adjourned to ten o'clock without doing any business. At that time they authorized Chairman Thayer of the finance committee to make the city's note for $60,000. This was done in order to carry on the regular business of the office. Nothing further will be done by the council until the regular meeting this evening. It is probable that no action will be taken on Mr. Davis' resignation until everything is straightened out in the office.

Alderman Thayer called at the office of the executive board yesterday afternoon and told the members that hereafter the charter limit of $1,500 per week for the street department pay roll must be observed. A large portion of the overdrafts were drawn by Mr. Davis to give the employes of the board their money when the total sum was in excess of the amount to which the board is allowed to draw weekly. The members of the board say that it is impossible to clean the streets properly at all times for $1,500 a week.

It is not likely that the council will accept the resignation of Mr. Davis in time for the election of his successor this spring. The candidates for the appointment so far mentioned are Valentine Fleckenstein, H. D. McNaughton, Frank S. Upton and L. A. Pratt. A large number of business men waited on Mr. McNaughton yesterday and asked him to accept the appointment if it were tendered him. The ex-county clerk may do as asked.

A deed conveying all of Mr. Davis' interests in the National hotel and his Portsmouth terrace lot to his bondsmen was recorded yesterday. The Alexander street property is in his wife's name. It is reported that James Fee, S. C. Steele and S. V. McDowell are sureties to the extent of $15,000 each and C. T. Crouch for $5,000. It is claimed that there will be property enough to secure them. The fund for Mr. Davis' relief is said to have already reached several thousand dollars. Mr. Davis still insists that his property is sufficent to pay every dollar that he has taken from the treasury.

There seems to be good reason to expect that nearly all of the $24,000 which is covered by tax-receipts, notes, etc., will be paid into the treasury. Quite a number of taxpayers who had been accommodated by Treasurer Davis in the matter of tax-receipts settled their little bills yesterday. One police officer called at the treasurer's office yesterday and asked for an advance of salary. He was quickly told that that sort of thing was no longer allowed. He went his way sadder but wiser. One of the items in the accounts of the treasurer, which has caused much comment, is the transaction between Treasurer Davis and George S. Riley. It appears that Mr. Riley owed $10,800 in taxes, of which something like $7,000 was last year's taxes. Mr. Riley, it seems, effected a settlement with the treasurer by which he transferred the valuable lot on the corner of University avenue and Prince street to Mr. Davis. This is the lot occupied by the Tennis club's court and bowling alleys. The property is said to be worth $30,000 and to be incumbered for $15,000. It is said that in many cases the city has lost large amounts of interest in these tax transactions.

Regarding this transaction Mr. Davis said yesterday: "Mr. Riley has a large amount of property, and he came to me and offered his check for $10,800 in payment for taxes. I declined to accept it without further security, and this property was made over to me simply as collateral for the check. That is all there is to it. To-morrow Mr. Riley has promised to come in and pay the check, and then the property will be deeded back to him. When I saw this trouble coming I had the deed recorded, in order that everything might be open and above board."

The deed in question was executed some time ago.

The Post-Express.

ROCHESTER, MONDAY, FEBRUARY 17.

THE DEFICIT

SECRET SESSION OF THE COMMON COUNCIL IN THE CASE.

Considering the Proffered Resignation of Treasurer Davis—No Action Taken—Treasurer's Property Sufficient to Meet Deficiency.

As a matter of course the chief topic of conversation yesterday was the deficiency in the city treasurer's office. John A. Davis has been so strong a public favorite that the first feeling was one of sympathy in his behalf. There might have been a revulsion from this feeling but for the fact that the failure of any tampering with the books showed an absence of any intent to deceive. The way in which Mr. Davis took the whole responsibility upon himself and his evident intent to make good the loss to the full extent of his power, also tended to disarm public indignation.

Saturday evening Treasurer Davis tendered his resignation and it was decided to call a meeting of the common council for this morning to take action in the premises. The bondsmen reported that the property in which Mr. Davis has put money, particularly the National hotel, is likely to be sufficient to go a long ways towards meeting the deficiency. At a special conference of the aldermen Saturday afternoon, Alderman Thayer presented the facts connected with the discovery of the deficit. Treasurer Davis was present and made no denial. He said he alone was to blame for the deficiency and that he would do all in his power to make good the amount. He then placed his resignation as city treasurer in the hands of the aldermen and handed over the keys, books, papers and all moneys belonging to the city, to the finance committee. Alderman Thayer, chairman of the finance committee, was authorized to act temporarily as city treasurer. Mr. Davis has retained John N. Beckley as counsel. Mr. Beckley said yesterday:

The sureties recognize their liability and will pay the amount of the bond—perhaps not to-morrow or next day, but within a reasonable time. Perhaps a question could be raised as to the validity of the bond; sureties have done that before now; but these men are not of that kind. They have no desire to raise any legal quibble of that sort. I am not at liberty to say whether Mr. Davis has signed over any of his property to his bondsmen. If the checks, assignments, and other papers held by the city treasurer to account for a part of the discrepancy prove to have the value they are said to have—and it is generally thought that these documents will prove to have about the value assigned to them—then the deficit in the treasury will not amount to more than $11,000 after the bond is paid. It is probable that all of this paper is collectable except about $1,000 or $2,000, so that in any event the actual deficit will not be more than $13,000. Of course when I say collectable, I mean that the claims for overdrawn accounts and so on can be realized in time, with the right kind of handling. I understand that Mr. Davis' friends are making an effort to raise this $11,000 or $13,000—nobody can tell just what the exact amount is now—and to put him on his feet again by paying the amount into the city treasury, so that he will not go out as a defaulter, which, of course, he now is, as the matter stands to-day. If I were city attorney I should certainly advise that Mr. Davis's resignation be not accepted until a thorough investigation had been completed. That would be better, I think, for all concerned. Mr. Davis did, as it seems, what so many others have done—used money which was in his charge as a financial agent for his own purposes, with the expectation of putting it back at some future time. He could have done this, perhaps, if the matter had been kept quiet longer. He was a very popular man, and I think that the general feeling is one of regret.

The books showed that there should have been on hand January 4, 1890, $139,150.88, and a further examination showed that there should be now in the safe $101,871.98. The amount shown to have been advanced in over-drafts on city funds and on unpaid taxes reduces the actual deficit to $60,777.13. This is the amount of the city's money used by Treasurer Davis.

The books in the city assessor's office show that John A. Davis is half owner of the National hotel property assessed for $85,000; that he owns a $9,500 house and lot on Alexander street and a lot on Portsmouth terrace assessed for $2,300. All this property has been purchased within the last two years. Aside from this a deed was recorded in the county clerk's office within the last fortnight, conveying property on the southwest corner of Prince street and university avenue from George S. Riley to John A. Davis. The consideration is $10,000. "Don't Publish," is written in pencil across the face of the deed. Although so recently recorded the instrument is dated March 17, 1888. The deed is for unpaid taxes advanced. There is more or less incumbrance on most of the property. In addition Mr. Davis has considerable personal property including $2,600 worth of stock in the Standard brewing company, and stock in a grape propagating company. It is reported that his life is insured for $60,000.

H. P. Langworthy has made the following statement regarding his examination of the city treasurer's accounts:

Referring to my connection with the accounts of the city treasurer's office, I would say that in August last I was appointed to make the annual examination of the report and accounts of the city treasurer; that I made a thorough and careful examination of the same from the date of the last previous report, March 21, 1888, to March 19, 1889, and found the books and report to agree and to be correct, and so reported.

I would also state that on March 19, 1889, the "cash account" called for a balance of $9,067.46 on hand, being the same as stated in treasurer's report, and that he had evidence of having that sum on that date. H. P. LANGWORTHY.
Rochester, Feb. 16, 1890.

The common council met in secret session in the city clerk's office at 9 o'clock this morning and after a few minutes adjourned until 10 o'clock. All the aldermen were present at this preliminary meeting except Messrs. Judson, Bohrer, Lempert and Kohlmetz. There was considerable discussion about the propriety of accepting the resignation of Davis immediately but no decision was reached.

Alderman Thayer, acting for the finance committee of the common council, was in charge of the treasurer's office this morning. All the locks in the office have been changed.

John N. Beckley drew up a paper for the relief of Davis Saturday afternoon and immediately signed it for $500. Alderman Thayer put down his name for the same amount. Several other persons have subscribed $250 each.

There has been considerable comment on the statement made by Mr. Davis in the POST-EXPRESS Saturday that the executive board had overdrawn large amounts from the city funds for public work. A gentleman in a position to know, when asked for an explanation about the matter by a POST-EXPRESS reporter, said: "The charter provides that not more than $1,500 in one week can be paid for public work, and there has scarcely been a week in the last eight years when the expenditures in this department have not exceeded that amount. The executive board had three courses to pursue; either to stop public work, to keep the poor laborers waiting for their money, or to do what they have done and draw on the city treasurer for the money. Of course it was impossible to fix up the charter. And so every week we have had a supplemental pay roll in which was the amount over the limit prescribed by the charter. This responsibility was undertaken by the executive board and not by the city treasurer."

The amount of Davis's bond is as follows:

James Fee	$15,000
S. V. McDowell	15,000
Samuel C. Steele	15,000
Charles T. Crouch	5,000
Total	$50,000

At the second session of the aldermen at 10.30 o'clock, the action at the last regular meeting authorizing the city treasurer to discount the city's notes for $125,000 was reconsidered and on motion of Alderman Thayer, he as chairman of the finance committee was authorized to borrow what money was necessary for the city's present needs. A notice of this action was immediately sent by City Clerk Sheridan to all the city banks.

Alderman Thayer said that it would be some days before he could made a report and submit it to Mr. Bower, as the cashier was sick and the work had been turned over to the bookkeeper who was behind on his books. He offered the following resolution which was adopted:

Resolved, That the officials of all banks and other institutions in which city moneys, property or securities are deposited, or to be hereafter deposited, be at once notified and instructed to pay out no such moneys, property or securities to any person, except the chairman of the finance committee, or some other person designated by him, until further notice.

No further action in the matter will be taken by the aldermen until to-morrow evening at which time the the regular meeting of the council will take place.

Alderman Thayer said to a reporter after meeting that no action was taken relative to Davis's resignation, and that it is probable that it will not be accepted until after everything is settled *satisfactorily*.

"Davis has turned over all his property to his bondsmen," said Aldermen Fee this morning.

The salary of the city treasurer is $4,500 per year.

Postmaster Fleckenstein visited City hall this morning and was in consultation with City Attorney Ernst and several of the aldermen, presumably on the succession.

Mr. Davis divided his time between the city treasurer's office and the ante-room of the city clerk's office this morning and said little about the matter under consideration.

The question of the election of a successor to Mr. Davis at the charter election having been raised, a POST-EXPRESS reporter asked City Attorney Ernst about it this morning. Said Mr. Ernst: "In case a vacancy occurs in a city office there must be a successor elected. The common council in this case can appoint a man to fill the office until April 1st, and a city treasurer may be elected at the charter election, to hold office for the full term, two years from April 1st. *There is plenty of time for such election, as it requires but six days' notice.*"

Senator Donald McNaughton said this morning that a successor to Davis could not be elected at the approaching charter election and that the appointee of the common council would hold the office until April 1891.

D. W. Powers and thirty or forty other prominent citizens visited ex-County Clerk Henry D. McNaughton at his rooms in Powers hotel this morning and asked him to become a candidate for city treasurer, by appointment of the common council. Mr. McNaughton has the matter under consideration. If it is decided that a successor can be elected at the coming election Samuel B. Williams will be a candidate for the republican nomination.

The only candidate talked of *yesterday* for the appointment by the council was Postmaster Fleckenstein.

Said a gentleman in a position to know the facts: "Mr. Davis paid $1,000 down on his house on Alexander street which he purchased from Rosanna Booth. He was to pay $500 per year until the purchase price, $11,000, was made up. He made two such payments and expended $1,000 in repairs."

It is stated that Mr. Davis put $30,000 in cash into the purchase and furnishing of the National hotel together with John W. Hannon. The value of the hotel property is valued at $125,000 and it is said there is an encumbrance amounting to $91,000. A deed conveying all of Mr. Davis's interest in the National hotel property to his bondsmen, was filed in the county clerk's office this morning; also a lot on Portsmouth terrace.

PREPARING A REPORT.

Conclusion of the Investigation of Plumber Rice.

Supervisors Stettz, Goss, Otis, Lowden and Sours, the committee investigating Plumber Rice and his charges, are engaged with Walter Hubbell at his office this afternoon preparing the report to be presented at the meeting of the board Wednesday. It is safe to say that it will not be a white-

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washing report.

It appears that John Van Voorhis partially based his argument for a stay of proceedings in the Rice matter before Judge Rumsey last week on the affidavit of Supervisors McKelvey, Diver and Redman, the court house trustees who made several statements about the court house work favorable to Rice. A member of the investigating committee said to a reporter this morning that it is strange that these supervisors having voted for the investigation should now attempt to embarrass the work by furnishing material for an attempt to delay the proceedings.

ROCHESTER MORNING HERALD

"Why did you people come up here and cut the ground out from under us by purchasing that street railroad franchise?" asked a Buffalo street car man of one of the directors of the Rochester company that recently bought a valuable franchise in Buffalo. "Well," replied Rochester man, "we are going to introduce electric cars in Rochester and we propose to remove the old bobtail cars from Rochester to Buffalo. You see we had to find a place for those old cars somewhere."

The Post-Express.

ROCHESTER, FRIDAY, FEBRUARY 21.

NEW BUILDINGS

EXTENSIVE IMPROVEMENTS BELOW THE RAILROAD.

Fire Proof Building to be Erected at the Corner of State and Platt Streets—Other New Buildings—A New Bank.

That the lower part of State street is soon to assume a more business-like appearance is evidenced by the fact that steps are being taken towards the erection of manufacturing and commercial buildings equal, if not superior, to any in the city.

Plans are now being prepared by Otis & Crandall for A. R. Sheffer for the erection of a fire-proof brick building eight stories high to be located on the southeast corner of State and Platt streets on the site of the present Eureka foundry. The dimensions will be 100 feet on State street, 203 feet on Platt and 50 on Mill street. Mr. Sheffer is erecting this building to meet the wants of a number of manufacturers and others who already have made arrangements to occupy two-thirds of the building. It will be constructed with reference to the provision of a banking office on the corner of State and Platt streets to meet the wants of gentlemen who propose to organize a bank for the accommodation of the large manufacturing interests of that section of the city. This project is not a new one as the subject of a bank has long been talked of by residents of the Second ward. The stock was subscribed six years ago, but until now there have been no facilities for a banking office in that vicinity.

The Eureka steam heating company will have new quarters in the basement of the building and the upper stories will be constructed to accommodate the tenants who have engaged them for manufacturing purposes. This portion of State street promises to become a manufacturing center and the proposed improvement will do much to bring about this result. The work will be commenced as soon as the season will permit, and it is expected that the building will be completed by fall.

The motive power will be electricity, and the building will be heated with steam. The cost is estimated at $100,000.

Harrah & Co. will build this spring a five story brick building 72x100 feet on State street, just north of Brown street. The building will be used by Harrah & Co. for the manufacture of confectionery and chocolate. The cost of the building will be about $30,000. C. S. Ellis is preparing the plans.

A large refrigerator 40x176 feet will be erected by Armour & Co., dealers in dressed beef, at the corner of Jones and Center streets. It is to be built under the supervision of Mr. Moyer, of the main office in Chicago. The cost will be $9,000.

City Treasury Matters.

John Bower said this morning that the deficit in the treasurer's office aside from the $61,000 unaccounted for had been reduced by the payment of taxes which had been marked as paid, to the amount of $26,000. This amount will be still further reduced to $15,000 when the Riley matter is settled. Those who were accommodated by Mr. Davis are required now to pay the fees and interest in full, as if no arrangement had been made by Mr. Davis.

Acting Treasurer Thayer is adhering firmly to the policy of paying no bills except as provided by the city charter. Many efforts have been made by city employees to obtain payment for services weekly, as has been the custom, but all such applications have been denied even to those of the women who are employed to clean the city hall.

In the Circuit

[illegible] Interview With President Roberts at Philadelphia.

Secretary McClintock, of the Chamber of Commerce, returned this morning from a two week's visit to various points. He is [illegible] the [illegible] the chamber through its association with the POST-EXPRESS in the demand for the protection of the city's interest in the granting of the street railway franchise is wonderful. Mr. McClintock was at Washington a short time and then proceeded to Richmond where he remained for a week investigating the electric railroad and electric light system and water power from James river.

He visited Philadelphia and had a long interview with President Roberts of the Pennsylvania system regarding the extension of the Northern Central railroad from Canandaigua to this city. Mr. Roberts said that he was favorably impressed with the citizens of Rochester because, though he had never met many of them, he heard of them almost every day. They were always doing something interesting and commendable. He said: "Rochester is a progressive city and it has citizens who, if they keep on, will do wonders for it." Mr. Roberts listened attentively to Mr. McClintock's claims in behalf of Rochester and said he would give early consideration to the question of a connection with the Nothern Central road. He suggested that it might be a good plan for his road to make some arrangement with the New York Central road whereby the trains could be run from Canandaigua to this city on the latter's tracks and have terminal facilities of its own at this point.

Mr. McClintock attended the convention of the American society of civil engineers in New York and there met State Engineer John Bogart and an interview on the water storage scheme ensued. The engineer said his report on the examination up the river was nearly ready for presentation to the legislature and that the only difficulty was that he hadn't sufficient appropriation from the legislature to make an examination of the site of the proposed dam.

Executive Board.

John N. Beckley, secretary of the R. C and B. railroad, this morning presented to the executive board an application for permission to make the necessary excavations in the streets of the city and place necessary material for changing the system from horse to electric power. The application was accompanied by a copy of the resolutions adopted by the council at its last meeting. It was laid on the table. Action upon it will be taken Monday.

A communication was received from Whitmore, Rauber & Vicinus, Peter Pitkin & Son, Weider & McMahon and six other stone firms, denying the statement of the Stonecutters' union, presented to the board last week, that much of the stone used for public building purposes was brought into the city in a finished state, thus depriving the stonecutters from the work that should have come to them. These firms declare that during the last four or five seasons all the stonecutters in Rochester have found steady employment when public work was being prosecuted. Nearly all the Medina stone used in street improvements is dressed at the quarries because it is easily handled in that shape and costs less to transport. This is of interest to the tax-payers and does not operate to the prejudice of the local stonecutters, say the dealers. The latter say that the statements in the stone cutter's communication are not warranted by the facts and the policy contained in them is detrimental to the public good. The communication was ordered filed and published.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., FEB. 21, 1890.

SECRETARY McCLINTOCK'S TRIP.

What He Did in Other Cities—Water Storage Project.

J. Y. McClintock, secretary of the Chamber of Commerce, has returned after what he describes as a most successful trip. Among the places which he visited was Richmond, where he examined the electric and horse car railroad systems, electric lighting and water power, being one of the experts engaged to make a report on theses subjects. At Philadelphia he met President Roberts of the Pennsylvania system and talked with him over the project for extending the system into Rochester. Mr. Roberts seemed much impressed with the growth and possibilities of Rochester and the energy of the people here. Among plans suggested was to make an arrangement with the New York Central so that the Pennsylvania system could enter the city on its tracks but have separate terminal facilities.

At New York Mr. McClintock attended the meeting of the American Society of Civil Engineers and met State Engineer Bogart. From Mr. Bogart the secretary learned that the report on the Rochester water storage project is almost ready for presentation to the Legislature. The appropriation was not sufficient, however, to include the work to determine the cost of the foundations. As this is an important point Mr. McClintock took steps to get an estimate of the cost of the work. He expects to receive this estimate in a day or two and hopes to find means for doing this work so that the results may be included in Mr. Bogart's report.

TWO NEW BUILDINGS.

A. R. Sheffer's Commercial Block—Armour & Co., Refrigerator.

A. R. Sheffer will soon commence the erection of a new and handsome, fire-proof brick, business block [illegible] Platt and State streets. [illegible] the demolition of the [illegible] low buildings now occupying the location. The new structure is to be eight stories high and used for manufacturing purposes. [illegible] electricity and [illegible] building have [illegible] needed by the engine used to furnish steam for heating purposes. The estimated cost is $100,000.

Armour & Co., the Chicago dressed beef firm, are erecting a large refrigerator for the storage of the commodity they deal in. The structure will occupy a space 40x176 feet, corner of Center and Jones streets, and is being put up under the supervision of Mr. Moyer, who is sent from Chicago for that purpose. The cost will be about $9,000.

NEW POSTAGE STAMPS.

They Will be Placed on Sale To-Morrow.

People who buy postage stamps at the postoffice in the Arcade to-morrow will receive specimens of the new issues, notices of which have already appeared in the papers. Postmaster Fleckenstein this morning received a supply of 90, 30, 15, 10, 3, 2 and 1 cent stamps with the information that they were to be placed on sale in all the first-class offices on Washington's birthday. The new stamps differ in color and size from the old ones and it will be some time before the people become accustomed to the change. The new stamps are noticeably smaller than the old ones and the postoffice officials think it will be an improvement in this respect.

TO GO ON WITH THE WORK

SUPERVISORS' INVESTIGATING COMMITTEE CONTINUED.

The Board Adjourns Sine Die To-Day—Supervisor Diver Speaks on a Question of Privilege, Referring to His Course as a Court House Trustee.

After Chairman Goss called the supervisors to order at 11 o'clock this morning, the special order of the hour was taken up. This was the resolution by Supervisor Steitz to continue the powers and work of the Investigating Committee. In support of the resolution, Supervisor Steitz referred to the recommendation in the committee's report that the investigation should be continued in order to accomplish what had been delayed by the refusal of witnesses to answer questions. The resolution was adopted with no dessenting voice. Supervisors Mc Kelvey, and Marsielje were not in their seats when the roll was called and so were not called on to vote. Supervisor Diver was excused from voting at his request.

Sup. Diver rose to a question of privilege. He was one of the Board of Trustees which ordered the Court House work. He said that a year or more ago there was loud clamoring in the press and among the people for improving the Court House and putting it in a sanitary condition. He said that while $1,700 was named as an estimate by the committee recommending the improvement, still the trustees thought no accurate estimate of the cost could be made. "Accordingly," he said, "we thought it best to let the job by the day. If there were a big contract we might require bonds so that no poor materials would be put in. In this case, we did not think it necessary, the work being done by the day. We didn't know much about plumbing; country people not generally needing much plumbing. Mr. Rice had done good work for the county at the Insane asylum and we considered this a recommendation. We put Mr. Marseilje in as an inspector, he being a competent man and regarded as most trustworthy. When the first payment of $500 was made I asked Mr. Marseilje if that amount of work had been done and he said more than that amount. As the work progressed I inquired of the occupants of the building if it was all necessary. They all said it was and they would vindicate us if any question arose. Justices Rumsey and Davy both assured me that there was no need of my being nervous, that all the improvements were needed. We had to let the work go on and could not allow sewers remain open, building torn up and the work incomplete. We were not restricted to the $1,700 by the board."

Continuing, the supervisor charged that the movement to condemn the trustees was encouraged principally by city people who want a new court house and did not want the old building fixed up.

In answer to a question of Sup. Carberry the speaker said when the amounts of the payments ran up to the thousands the trustees still depended on the inspector. He claimed that the trustees tried to get the work done as cheap as possible. "In the case of William Huddy, the painter," he said, "we talked with him for weeks over his bill before paying it. When we fixed the amount he said we were mean and said he would bring the matter before the board. He has not done so, however. In the case of the plumbing and steam heating, I acknowledge we knew very little about the work."

The speaker declared that the County Treasurer was not to blame for allowing the overdrafts. He also charged that there was something criminal in allowing the Court House to get in such a bad condition as it was a year ago. In closing he expressed his regret that the county had been overcharged, and said no man regretted it more. He also said that the investigation committee should have accepted Mr. Rice's offer to give a bond to [illegible] privilege and asked for a dime on the bad sanitary condition of the Court House a year ago. The death of one judge was ascribed to the unsanitary condition of the building, he said, and another judge refused to hold court in the building again. The Board of Health threatened to close the building, he reminded his hearers. The speaker said that while he had fought the Health Board at first, he subsequently favored thorough improvement, when he found it necessary. He asked the investigating committee to stop making election capital out of the affair, and he charged the press with being biased. At this point Supervisor Goss called him to order, on the ground that there was no business before the house. He characterized Supervisor Ketchum's remarks as buncombe, intended as an effort to put himself right before his constituents. Supervisor Cross, who had taken the chair previous to this time, sustained the point of order.

A resolution by Sup. Page that when the board adjourn to-day it adjourn *sine die* was adopted.

A communication was received from Sup. Goss and ex-Sups. Atkinson and Field, the committee appointed at the last annual session of the board to attend the State convention of county superintendents of the poor at Plattsburg in August last. The committee reported that the subject which seemed to excite the most interest was that of giving exclusive care of the indigent insane to the State. The committee state that many valuable papers were read in opposition to State care of insane, including one from the Monroe county poor superintendent.

The Democrat and Chronicle was designated to publish the canvass of the special Assembly election.

Sup. Runyan presented a resolution providing for the appointment of a committee of three to report on the feasibility of the county securing an independent electric light plant for the county buildings. This was set down to be considered at the same time with the offers of the electric and gas companies at this afternoon's session.

Sup. Page called up his resolution, offered some time ago, providing for bringing a bill before the Legislature making the pay of supervisors $4 a day and mileage and only paying for twenty-five days a session. The object was to shorten the sessions, inducing men to become candidates for supervisors who now refuse on account of the length of the session. Sup. Hughson offered an amendment to send the matter to the next board. The amendment was lost, and the question on the original resolution was pending when a recess was taken until 2 o'clock.

At the afternoon session Supervisor Page's resolution was defeated. A resolution was offered by Supervisor Burritt, making the costs for transporting tramps to the penitentiary, be made charges on the towns from which the tramps are transported.

Sup. Steitz presented the bills of the investigating committee, which were ordered paid. The amounts of the principal bills were: $500 for Walter S. Hubbell, the committee's counsel; $273.40 for the stenographers; $161 for Messrs. Reid, Creelman and Dumond, the experts who examined the Court House work. There were also witness' fees and other small items.

William S. Kimball's Orchids.

The New York Times publishes the following concerning William S. Kimball's contribution to the orchid exhibition at the Eden Musee: "W. S. Kimball, the Rochester cigarette maker, is a great admirer of orchids. He has sent specimens to the show from his collection. They fill a large stand and a table. Some of them are very beautiful the collection being both varied and choice. His display of the pretty slippered orchid known as *Cypripedium* was especially attractive. It contains specimens that originated with Mr. Kimball. He has honored his orchid-loving friends by Latinizing their names and calling the plants after them."

ROCHESTER MORNING HERALD

FEBRUARY 22, 1890.

AFTER MANY DAYS.

END OF THE SUPERVISORS SESSION.

Investigating Committee Continued—Trustees' Powers Defined—Presentations to Officials—Members Who Will Return.

The board of supervisors completed its work yesterday and adjourned sine die. The session has been one of the longest on record, extending from November 12th to February 21st, although several long adjournments have been taken, reducing the total number of days on which the board has met to 44.

As soon as Chairman Goss called the board to order yesterday morning Supervisor Steitz called up his resolution authorizing the investigating committee to continue its work. Supervisor Hughson said that the communication which he had referred to on the previous day had not arrived. A HERALD reporter learned yesterday that this communication was one from Supervisor John Rice to the effect that he would pay to the county, although he does not consider himself liable, the value of all materials for which E. J. Rice charged and which the investigating committee can discover were not furnished. It is understood that Supervisor Rice takes substantially the position that his brother had a legal right to charge the county all that the trustees would pay, but that he had no right to charge for materials not furnished. This proposition may possibly be presented to the investigating committee, which is not likely to meet until after the courts decide the contempt case against E. J. Rice.

Supervisor Steitz's resolution continuing the investigating committee was unanimously passed. Supervisor Diver rose to a question of privilege and spoke with regard to the court house work. He said that E. J. Rice had been well recommended as had been Mr. Marsielje. There had been no question as to the necessity of the repairs and all the occupants of the court house had told the trustees to go on with the work. He named Justices Rumsey and Davy as among those who had assured him that the work was necessary. He admitted that he was ignorant of the value of plumbing and said he had trusted the inspector, Supervisor Marsielje. He closed by expressing his regret that the county had been overcharged and said no man regretted it more.

Supervisor Ketchum charged the investigating committee with having political reasons for its report. He said the press was biased in its treatment of the matter. Supervisor Goss then called Mr. Ketchum to order on the ground that he was making an electioneering speech. Supervissor Cross, who was in the chair, sustained the point of order.

Supervisor Goss presented the report of the committee that attended the meeting of the state superintendents of the poor. Supervisor Stern said that there was no necessity for these annual committees and no provision was made for a new one. A resolution by Supervisor Page, that when the board adjourn it be sine die, was adopted. The Democrat and Chronicle was designated to publish the official canvass of the special election.

Supervisor Runyan presented a resolution providing for the appointment of a committee of three to report on the feasibility of the county securing an independent electric light plant for the court house and jail. It was voted to consider this resolution with the electric light matter.

Supervisor Page called up his resolution in regard to the limitation of the annual sessions. It follows:

Whereas, It is evident that the annual sessions of the board of supervisors of Monroe county in the past have been unnecessarily prolonged and that the duties of the board could be performed in a much shorter period of time, and

Whereas, Many persons qualified to discharge the duties of supervisors refuse to accept nominations for that office on account of the heretofore protracted annual sessions; therefore

Resolved, That a committee of three be appointed, one from each of the assembly districts of the county, to adopt a bill to be presented to the present legislature, fixing a salary of the members of the board of supervisors of Monroe county at $4 per day, and mileage, and to receive pay for no more than 25 days during the annual session.

Supervisor Hughson moved to lay the resolution on the table. Supervisor Page called for the ayes and noes. Chairman Goss decided that a sufficient number of members did not stand up to demand them, and declared the motion to table defeated by an open vote. Supervisor Page did not agree with the chairman as to the number who had demanded the ayes and noes. He asked if Speaker Reed was in the chair, and said that things were being done with a high hand. The board adjourned until two o'clock with the resolution still pending.

At the opening of the afternoon session Supervisor Page's resolution was still before the house. Motions by Supervisor Carberry to make the compensation $5 a day and by Supervisor Steitz to fix it at $3 were lost. After some discussion the whole matter was tabled on motion of Supervisor McKelvey.

Supervisor Runyan asked for the report of the expenses of the investigating committee. Supervisor Steitz said it would soon be ready. Supervisors Stern, Runyan and Green were appointed a committee on debentures.

Supervisor Otis called up the report of the standing commitee on examination of the accounts of the court house and jail trustees in regard to certain bills left over at the close of the year. The bill of William Bassett for $14.32 was discussed at length and finally referred back to Mr. Bassett.

The Monroe county trustees' association was given the right to use the supervisors' room free of charge. Supervisor Burritt offered a resolution making the expenses of transporting tramps to the penitentiary a town or city charge. Supervisor Hughson opposed it. This class of expenses has been, by custom, a county charge. Supervisor Cross said the resolution was a very proper one. Supervisor McKelvey moved to refer the matter to the next board. Supervisor Burritt protested against postponing the settlement of the matter. The constables ought to be notified by the board how to make out their bills. Supervisor McKelvey's motion was lost by a vote of 15 to 10. The resolution was then adopted.

Supervisor Steitz presented the bills of the investigating committee. They amounted to $965.40, divided as follows: Walter S. Hubbell, professional services, $500; Walter S. Hubbell, witness fees, $6; Little & Griffith, services as stenographer, $273.40; George T. Parker, opinion, $15; Arthur W. Kelley, measuring steam pipes, $10; W. G. Reid, J. A. Creelman and A. A. Dumond, services as experts and labor furnished, $161.

Supervisor Steitz moved that the bills be paid. Supervisor Ketchum moved that the bills be presented to the next board for payment. This was lost and the bills were then ordered paid.

The report of the law committee conferring power upon the city supervisors alone to canvass the votes of the special election was adopted.

The lighting of the court house came up as a special order. Supervisor Cook presented a report saying that the Rochester electric light company did not desire to make any incandescent electric light contracts at present. The Brush company was willing to submit a proposition in a few days. The Edison company is now lighting the buildings and asked for an increase in compensation. Supervisor Runyan's resolution for the appointment of a committee of three to report as to the practicability of securing an independent electric light plant was taken up. Supervisor Runyan made a speech in favor of his resolution, urging it on the ground of economy. The resolution of Supervisor Runyan was lost by a vote of 15 to 11. Supervisor Gosnell's resolution for renewing the contract with the Edison company at $2,000 a year was placed before the board. Supervisor Burritt moved as an amendment that the compensation be $1,800. This was lost and Supervisor Gosnell's resolution was adopted. Supervisor Hughson then moved that a committee be appointed to consider the feasibility of securing dynamos for the court house and jail to report to the next board. This motion was carried.

The report of the law committee defining the duties of the court house and jail trustees was then taken up and considered by sections. Supervisor Hughson was called to the chair. The first section provided for the appointment of the three court house and jail trustees by the chair. Supervisor Haight called up his amendment for the election of trustees by the whole board. He made a forcible speech in favor of his amendment. Supervisor Cross thought the system of electing the trustees had not worked well. He said he was in favor of appointing the trustees. He had confidence in the wisdom of the chairman, who would be entirely responsible for their appointment. Supervisors Babcock and Carberry favored the original proposition. Supervisor Marsielje spoke in favor of the amendment. It was adopted by the following vote:

Ayes—Supervisors Carpenter, Clark, Cook, Diver, Green, Haight, T. G. Jones, Ketchum, Lowden, Marsielje, McKelvey, Mohr, Otis, Pazeprosser, Redman, Rice, Runyan, Williams, Yawman—20.

Nays—Supervisors Babcock, Burritt, Carberry, Cross, Frost, Gosnell, Goss, Hughson, Leonard, Porter, Sours, Steitz, Stern—13.

The remaining sections provide for restrictions upon the power of the trustees. They have already been given in the HERALD. The second section was passed unanimously. The third, relating to the purchase of coal, was taken up. The trustees are by it authorized to let the coal contracts. Supervisor Otis favored the letting of the coal contracts in open board and moved to strike out the section. His amendment was lost by a vote of 26 to 5. The third section was then adopted. The fourth section was amended to allow the purchase of office furniture. The fifth and sixth sections were passed without opposition. Supervisor Carberry offered an amendment to the seventh section that a book be provided for the accounts of the trustees. Supervisor Marsielje asked what the accounts would be kept in if not in a book. Supervisor Carberry inquired what kind of a book Mr. Marsielje had used in keeping his accounts as court house inspector. Supervisor Carberry's amendment was lost. The eighth section was then adopted.

Supervisor Burritt then moved the passage of the bill. He said the board had put itself in an unfortunate position by amending the first section. This system of electing the trustees, he said, was recent and it had resulted in scandals by which a cloud had been brought upon the board. He regretted that the board had declared itself in favor of the old system, in favor of going before the people with this record. He said the press of Monroe county had rung for two weeks with denunciations of the present system. He moved a reconsideration of the first section. This was ruled out of order, as Mr. Burritt had voted in the negative. Supervisor Carberry called upon the members of the board to place themselves on record in favor of reform. He believed that those who knew the inside workings of the "ring" in the board of supervisors and desired reform should vote for the appointment of the trustees by the chair.

Supervisor Williams moved a reconsideration of the first section. Supervisor Burritt said the credit of the board depended upon the rejection of the old system. He said the chairman might appoint even worse men, but it was scarcely expected. This remark caused laughter. He believed in holding the chairman responsible for the appointment of the trustees.

Supervisor McKelvey said if the board was competent to elect a good chairman it was competent to elect good trustees. Supervisor Ketchum favored the election of the trustees and Supervisor Carberry again denounced the "ring." He said the "ring" was in favor of the amendment. Supervisor Redman called for the previous question and it was ordered. The motion to reconsider the action of the board on the first section was then lost by a vote of 19 to 14. The whole bill was read and passed without a dissenting voice. Supervisors Diver, Marseilje, McKelvey, Redman and Rice all recorded themselves in the affirmative.

Supervisor Burritt, from the law committee, reported on the claim of the

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Woman's Christian association to exemption from taxation. The committee had been unable to arrive at a satisfactory conclusion. Supervisor Otis' resolution to remit the county tax was adopted by a vote of 21 to 10.

The old bill against the Abstract Title company for use of rooms in the court house was referred to the trustees of the court house and jail for collection. A communication from County Clerk Oliver was read asking the city supervisors to meet in his office at 11 A. M. on Tuesday next for the canvass of the returns of the special election.

The committee on debentures reported and then the board adjourned until seven o'clock.

It was nearly half past seven o'clock when the supervisors assembled for the last time. Much time was spent in various humorous motions and counter-motions while dilatory members were arriving and preparations were being made for the final exercises. A little routine business was transacted, and finally Supervisor Cross took the floor and, in a neat speech, presented Chairman Goss a heavy gold chain. He said that many questions had been discussed which might have led to acrimony and bitter feeling, but owing to the firmness of the chairman such things had been avoided as far as possible. He was sure that all agreed that the board had had an excellent chairman and all had joined in presenting him a testimonial of their esteem.

The popular chairman thanked the supervisors for their gift to him and their uniform courtesy. He spoke of his pleasant relations with all of them, and assured them that each link of the chain would remind him of a supervisor. This may well be, for the chain contains exactly 35 links, and there is that number of supervisors.

Supervisor Hughson expressed the gratitude of all the members of the board to their clerk, Charles U. Bastable, for his efficient services. He was also presented with a handsome gold chain, for which he returned his thanks, alluding to the members' many kindnesses toward him. Messenger Daningburg received a pair of cuff buttons, Supervisor Ketchum making the presentation speech. Supervisor Hughson also handed Mr. Daningburg two other pairs of cuff buttons intended for Janitor Redman and Night Watchman Hazen, who were not present. Mr. Hazen soon appeared, however, and received his gift. Then at half past eight o'clock the board adjourned sine die.

The supervisors were entertained at the National hotel after adjournment by Chairman Goss and Clerk Bastable. Beside the members of the board there were present Superintendant Webster, ex-Supervisor Beal, and during the latter part of the evening, Hon Archibald Kennedy of Livingston county, who was in the assembly with Chairman Goss. A number of informal speeches were made by those present. Supervisor Page expressed the gratitude of the democratic minority to Chairman Goss, saying that the members of his party had been treated with the greatest consideration in the make-up of the committees and in all their other relations with the chairman. An invitation extended to all present by Supervisor Sours to meet at the Newport house on June 24th was accepted. The members of the new board will also be present. Supervisors Cook, Lowden and Cross, together with the clerk, were appointed a committee to make the necessary arrangements. An invitation from Supervisor Page to meet as the guests of the town of Wheatland at a date to be fixed hereafter was also accepted. A thoroughly pleasant evening was spent and then the members of the board of supervisors of 1889-90 said good bye to one another and went their several ways.

In regard to the published statement that Supervisor Diver is incensed at ex-Supervisor Bell on account of the latter's recommendation of Rice Bros. as a good plumbing firm, Mr. Diver states that he has no reason whatever to be incensed at Mr. Bell. He also denies that he ever told anyone that Samuel Sloan was selected to act as an arbitrator of the work at the insane asylum. Mr. Sloan also states that he has never been called upon to arbitrate in any matter of work between Rice Bros. and the trustees of the insane asylum or any other parties.

"I think it is to be regretted," said a prominent citizen yesterday, "that no steps are being taken toward having Rochester properly represented in the next census report. A short time since the chamber of commerce prepared a memorial asking the common council to appropriate $250 to defray the cost of compiling the necessary facts concerning the city and its industries for the coming census, but I understand that the committee having the matter in hand has, at the suggestion of the mayor, withdrawn this memorial, the mayor having taken the ground that the proposed appropriation would be unconstitutional. I do not see how this sum of money could be more profitably expended than in this direction, for it would be a great advertisement for the city. The general census fund is not available for the expense of preparing the special business statistics referred to, and, therefore, it will be necessary to draw upon the city's exchequer or upon the pockets of individual citizens who appreciate the advantages to be derived from making our thriving city known to the world in this manner. Something ought to be done immediately, as it is desirable that the report shall be ready as soon after the first of March as possible."

Return of the Secretary.

Secretary McClintock of the chamber of commerce returned yesterday morning from a visit to Washington, Richmond, Philadelphia and New York. In Richmond he investigated the electric railroad and electric light system [illegible] from the James river. While in Philadelphia Mr. McClintock called upon President Roberts of the Pennsylvania system. Mr. Roberts promised to give early consideration to the project for extending the Northern Central to this city. He thought that the Northern Central might perhaps run its trains over the Auburn road, as now, from Canandaigua and have terminal facilities of its own here. In New York the secretary attended the convention of the American society of civil engineers. He also met State Engineer Bogart, who desires an increased appropriation to enable him to determine the cost of the foundations for the proposed water storage dam.

Executive Board.

The street car company yesterday made application to the executive board for permission to make the necessary excavations in the streets for putting in the new electric power plant. The local stone contractors sent in a communication denying the statement that most of the stone used in the city was dressed elsewhere.

The Post-Express.

ROCHESTER, SATURDAY, FEB. 22.

ERIE CANAL TRAFFIC.

Clinton's Monument Is Still of Great Value to Rochester.

Of late years it has become popular to speak of the Erie canal as an institution that has ceased to be of much consequence to the state except in its capacity to absorb annual appropriations from the treasury. Members of the legislature who come from counties not touched by the canal are particularly prone to regard the canal as lagging superfluous in this busy world, and not a few of them are undoubtedly ready to abandon the work altogether. Whatever the result may be in respect to the maintenance of the canal, it will be seen from the following figures that the city of Rochester is not only under obligations to the Erie for much of its early prosperity, but that the waterway is still a very important factor among those that contribute to its present progress.

The statistics following show the weight of property in tons brought to this city and cleared from here on the canal, and also its value:

	—Amount 1888. Tons.	Left.— 1889. Tons.
Board and scantling	30,915	32,706
Shingles	1,016	1,789
Timber	17,150	2,954
Staves	5,443	2,125
Wood	2,970	1,476
Soda ash, etc.	1,668	333
Wheat	31,634	45,149
Corn	14	164
Barley	2,455	1,418
Bran and ship stuffs	251	1
Apples	546	—
Molasses	—	9
Bar and pig lead	19	—
Foreign salt	22	8
Sugar	—	23
Iron and steel	119	84
Coffee	—	2
Railroad iron	58	—
Crockery and glassware	154	137
All other merchandise	8,088	8,298
Stone, lime and clay	54,380	82,966
Anthracite coal	41,698	45,002
Bituminous coal	286	40
Sundries	3,866	3,286
Barley malt	—	532
Peas and beans	—	236
Total	208,881	236,384

	—Amount 1888. Tons.	Cleared.— 1889. Tons.
Boards and scantling	354	606
Timber	104	10
Wood	3,365	1,266
Wheat	5,718	6,246
Corn	244	48
Barley	5,931	2,350
Barley malt	1,410	371
Oats	82	—
Bran and ship stuffs	251	—
Apples	2,879	—
Domestic salt	8,469	10,539
Crockery and glassware	183	146
All other merchandise	7,215	7,389
Stone, lime and clay	41,963	60,015
Anthracite coal	42,611	26,275
Bituminous coal	296	186
Peas and beans	—	133
Sundries	139	286
Total	121,740	118,976

The value of property left here in 1889 was:

Boards and scantlings	$490,587
Shingles	44,204
Timber	22,497
Staves and heading	11,781
Wood	2,440
Wheat	1,838,632
Corn	2,638
Barley	86,417
Barley malt	42,407
Crockery and glassware	5,469
Merchandise	351,354
Stone, lime and clay	248,898
Coal, anthracite	172,068
Coal, bituminous	1,010
Sundries	31,665
Total	$2,825,176

The value of the property cleared from here in 1889 was:

Boards and Scantling	$9,090
Timber	1,109
Wood	5,617
Wheat	185,285
Corn	705
Barley	68,634
Barley malt	80,150
Peas and beans	8,879
Salt	42,234
Crockery and glassware	5,824
Merchandise	295,557
Stone, lime and clay	180,045
Anthracite coal	105,109
Bituminous coal	465
Sundries	2,555
Total	$936,673

The total number of tons carried on the New York canals in 1888 was 4,942,938; on the Central railroad, 15,162,819; on the Erie railroad, 15,174,009.

EAST SIDE SEWER.

Provisions of the Bill Introduced in the Senate.

Senate bill number 171 entitled "An act to provide for the payment of the cost and expenses of the construction of a trunk sewer on the east side of the Genesee river in the city of Rochester, by the issue of bonds of said city, and to provide for the payment of said bonds by local assessments," introduced by Senator McNaughton, provides that the common council may from time to time authorize the city treasurer to issue bonds of the city in an amount not to exceed, in the aggregate, the sum of $1,000,000, the bonds to be signed by the city treasurer and countersigned by the mayor and president of the common council, and to be issued in separate series of $25,000 each. The first series shall be due ten years from date of issue and the succeeding series shall be made so that one shall be due each year following the payment of the first series. The bonds shall be payable at any time after ten years from date of issue and shall bear interest not to exceed 3 per cent, payable semi-annually. Interest and principal shall be payable in New York city. Interest shall be paid out of the contingent fund of the city, and the common council may authorize the city treasurer to borrow money to meet such payment.

For the purpose of paying the bonds and interest as they become due, that portion of the city deemed benefited by the construction of the sewer may be assessed therefor, such portion of the city, however, to be entirely upon the east side of the Genesee river. The common council may determine that such assessment may be paid in not more than five equal payments, one within thirty days from the time the treasurer advertises the same and the others in one, two, three, and four years from the confirmation of the assessment roll. Three special assessors shall be appointed, at a salary not to exceed $5 per day. The common council may, if it is deemed necessary, at any time appoint three commissioners, who shall be residents or taxpayers on the east side of the river, to act with the members of the executive board of the city in all matters pertaining to the trunk sewer, such commissioners to receive not more than $10 per day.

ROCHESTER MORNING HERALD

THE NEW HIGH LICENSE BILL.

The HERALD's Albany correspondence yesterday gave the text of the appeal of the joint committee of New York societies on temperance legislation to support the latest high license bill submitted to the legislature at Albany. That committee consists of the sub-committee of the Church Temperance society, with Bishop Doane at the head, the sub-committee of the Society for the Prevention of Crime, headed by Rev. Howard Crosby, D. D., and the sub-committee of The Citizens' Committee on High License, with Hon. Dorman B. Eaton for chairman.

The new bill provides that licenses shall not exceed one to every 500 persons in the population. Hotel licenses in cities shall be from $100 to $500; in towns from $75 to $250. General saloon licenses in cities from $300 to $500; in towns from $100 to $200. Beer and wine licenses in cities from $60 to $150; in towns from $40 to $100. Wholesale and store licenses in cities, $75 to $250; in towns, $50 to $150. Druggists licenses $20, and car and steamboat licenses $25.

No one can reasonably complain of these rates as exorbitant. The question to be considered by all citizens who would have some restraint imposed upon the liquor traffic is whether it is not better to take what can be secured now than it would be to postpone all reform indefinitely. The one provision in Senator Hendricks' bill limiting the number of saloons to one in 500 of the population would reduce the number of saloons in this city over sixty per cent. An extensive margin between the minimum and maximum rates is allowed, a fact which may be of service in some localities; but as a rule the minimum rates will be imposed by the several excise boards of the state.

The Dissolution of the Body Not Far Off if the Cranks are Not Suppressed.

ROCHESTER, N. Y., Feb. 22.—Scores of members of the chamber of commerce are daily growing more and more disgusted with the actions of some of the self appointed leaders of that body, men who assume to act for the whole body, and do not scruple to speak not only for the chamber, but for the whole people of Rochester. Certain members who are enlisted in a scheme, meritorious or not, at the instance of one man who has an axe to grind, use the name of the chamber of commerce as a cloak for their machinations, and to hoodwink the people as to their real intentions. These men have come into conflict so often with the private business of other members of the body, that an open warfare has been precipitated, and the disgust was exhibited in a prominent manner by the paucity of numbers of members at the last banquet. These disgusted members do not hesitate to say that the cranks and schemers have not yet broached a subject, but what has been calculated to increase taxation, drive capitalists from the city, and prevent large manufacturing interests from locating here. No matter what question comes up in city affairs, a committee of the chamber must employ lawyers or experts to give an opinion, meet with common council committees for no other purpose than to change the phraseology of a sentence in a contract, dot an i or cross a t. The aldermen have brought no credit upon themselves by their associations. If the wise ones of the chamber of commerce were disinterested in their actions, had no private ends to serve and worked wholly for the good of all the residents of Rochester, they could be tolerated with some composure. The attempt of certain members of the chamber of commerce to prevent the ratifying of the street railway contract, was not undertaken solely to benefit the people of the city, to save them from the clutches of a monopoly, but to prevent much needed and contemplated improvements which, if carried out, would create rivals to another corporation in which these men are pecuniarily interested. A New York city capitalist who was induced to come to this city not long since, and who was prepared to invest a great deal of money in a project that would have greatly benefited the city, was insulted and fairly driven home by one or two members of the chamber of commerce because they saw indications that they were to be left out, having no other capital than "blab" and frequent gazetting in the newspapers. The new president of the chamber, as the TELEGRAM remarked last Sunday, has a great task before him—the subjection of those pestilential cranks who are bringing ridicule upon the chamber. His recent rebuke to one or two of these cranks was timely and he should use more of them. The cutest thing that has been said in relation to the chamber of commerce was said the other day in a certain office in the Powers building. A well-known member of the chamber of commerce, one who has made himself conspicuous in the water supply matter, stepped into the office and remarked to the occupant thereof: "Well, Mr. ——, I suppose you are very busy and I ought not to take up your time, but I want to take your advice. I'am contemplating organizing a new chamber of commerce. What do you think of it?" The occupant of the office was surprised and said: "Why, Mr. ——, you have a chamber of commerce, and you are a member of it. What do you want of another one?"

Visitor—"Well, they are a lot of —— fools in that chamber of commerce, and I want another one with sensible men in it."

"Well, Mr. Roby, I guess you are about right, but I have not time to assist you in your new scheme," was the reply of the occupant of the office. The citizens of Rochester have for the past three years supposed that the chamber of commerce was organized to promote trade and commerce in the Flower city and establish a mart at which business men could exchange views and their commodities. But the citizens of Rochester have indulged in a fallacious supposition, if George C. Buell is to be believed, for he said in his remarks, Tuesday evening last, that the chamber of commerce was organized to protect the interests of the small as well as the largest taxpayers. That was and is a laudable object, but the trouble is that Mr. Buell and his fellow taxpayers do not always—in fact, they seldom do—view those interests in the same light.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., FEB. 24, 1890.

OFFICIAL PAPER OF THE CITY.

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MAYOR PARSONS'S MALFEASANCE.

Mayor Parsons's fatuous organ, the Rochester Democrat, affected on Saturday to deny the fact that Mayor Parsons has been an accomplice of the defaulting city treasury in the misappropriation of the city money. We gave it this challenge:

The fact is, when Treasurer Davis stepped down and out Mayor Parsons was found to be in the soup of advances for $275, a month's salary. If this crisis had come earlier he would have been found there for several months' pay. We challenge the Democrat to deny the truth of this statement and call upon those now in charge of the treasurer's office to verify the fact by transcript from the record.

The Democrat runs away from this challenge. It is dumb. And by its silence not only admits but justifies the Mayor's malfeasance.

The offense of Mayor Parsons in this matter is rank. As an exemplar he was the Fagin of all the city officials to whom the people's money was unlawfully paid. He was given unearned money from the city treasury. Why should they, whose needs were greater, not have it also? But he violated law as they did not. In the very same Title of the Charter that prescribes the Mayor's duties, are also prescribed the Treasurer's duties; and in the Penal Code, with which the Mayor as Chief Magistrate is familiar, is named the penalty for appropriating any money from the city treasury to any one's use except as by law directed. The charter makes it the duty of the Mayor, who is clothed with the judicial powers of a County Judge at Chambers, not only to "take care that the laws of the state" bearing upon the Treasurer "be faithfully "executed," but also "*to exercise super-"vision and control over the conduct of "all subordinate officers.*" How did Mayor Parsons perform this duty toward the young man, inexperienced in public affairs, who was unfortunately placed in charge of the city's funds? The Mayor has been in his office fourteen years. He was an Alderman several terms before he became Mayor. No man in the city government knows the law so well, or is so familiar with the "customs" of the City Hall, as he. But instead of exercising due supervision and control over the young Treasurer, he connived with him to appropriate city's money to unlawful uses. He led the young Treasurer into temptation and into felony. He induced the young Treasurer to take money unlawfully out of the City Treasury and give it to himself. And this Mayor, thus guilty of malfeasance in office, and thus guilty of being *particeps criminis* in a felony, finds a ready apologist and defender in the Rochester Democrat—the junior Republican organ, the Herald, sneaking away from the field in abject silence; and there are those who declare that, in the face of all this, and much of the same sort that has gone before, the "party of great moral ideas" will condone and challenge approval of his offenses by nominating him for re-election!

By the way, where is the Chamber of Commerce? That organization has assumed and exercised functions of advice and control in several municipal matters not so vital to the well being of the people and safety of their money as the malfeasances and felonies recently revealed. Is it oblivious to the spectacle presented by the gross misconduct of public officials who not only, by their attitude, ask, "what are you going to do about it?" but ask the people to endorse them and re-elect them to office. An answer from Mr. George C. Buell, who has appeared conspicuously in the matters referred to, would be received and published with pleasure.

The Chamber of Commerce claimed, and was accorded, credit for to some extent inspiring recent official action of municipal authority by which money is to go lawfully into the city treasury. Why is it silent when it sees money gone—unlawfully gone, out of the city treasury? If it should interfere in the one case, why not in the other?

Still Against "Free Roads."

Editor Union and Advertiser:

The communication on "free roads," which appeared in your issue of Feb. 14th, was merely intended as a sort of skirmish gun to stir up our opponents that we might learn their numbers, location and designs. We had no doubt they were concealed somewhere in the bushes, ready to steal a march upon us if we were discovered off our guard. That a cannon of such large caliber was fired in return proves that our suspicions were not far from correct.

We have little to fear, however, even from such artillery unless heavier ammunition is used than that rusty old charge contained. For powder we find a few left-handed compliments like this: "The idea of the system is excellent; the only trouble with it is that practically it makes exceedingly bad roads."

As it is the only system yet devised that would give us any roads at all in most of the country districts, except at a cost far beyond our ability to stand, how can it be truthfully said to make the roads bad? Which is fairest, to judge a system by its results when honestly applied, or when dishonestly evaded?

If based upon sound principles as is admitted, would it not be wiser to try and remedy its practical defects, instead of discarding the system? To cure a lame finger by cutting off the hand; to take from the people the right of self-government because they do not always use it wisely; either of these would appear quite as sensible as to destroy this system because in some cases it is not applied to the best advantage. Would a system founded upon wrong principles with nothing but an interested theory to back it be likely to show any better results? Rather weak powder this, to use when you are loading for bear—or grangers either, for that matter. But wait until we come to the grape and canister, the heavy part of the charge. Immediately following the sentence first quoted we find this: "Farmers do very little honest work on the roads anyway, and what little they do is in a great measure wasted because of lack of intelligent direction."

What a delectable mixture of knave and fool the average farmer must be. If this be his true character, no wonder he is sentenced to hard labor for life to support the comparatively honest inmates of our State prisons in idleness. *No wonder that when trusted to manage his poor, tax-*ridden, mortgage-covered farm he should grow such crops as to burden the whole country with the surplus.

If the roads over which he has to haul these products of his laziness were taken from his control, intelligent laborers from Italy could, under the direction of an equally intelligent boss, soon make these roads so utterly impassable that all our fiendish attempts to glut the markets would be rendered entirely futile. How plain and simple the scheme appears when the light of science is thrown upon it. The trifling fact that any such method would double our taxes, of course, has no weight when we consider what a boon it would prove to organized laborers.

Their chief complaint against the farmer is that he is willing to do so much work for so little pay and I am afraid he will have to plead guilty to the charge. Allow me, as an illustration, to state a few facts in regard to my own district.

It embraces a mile of highway; two custom mills are located within its limits, and as farmers do most of their going to mill in bad weather it gets plenty of hard usage. Yet we are expected to keep it in repair for a year at an outlay of less than $60, including the cost of gravel, and plank for the sluices.

To do this requires both honest and effective work and lots of it. In order to complete a piece of new road to a certain desired point we often put in more work than our tax calls for. From a gravel pit in the district at least 1,000 loads have been taken, for which the owner made no charge. He had a good road to use in return and preferred to have the whole tax laid out in work rather than take a part of it for gravel. For several years past our highway commissioner has been authorized by the town to furnish each district from $5 to $10 with which to buy gravel, thus leaving more of the tax to be expended in labor. Does this look as though we believed the old system to be a failure? No, sir! where faithfully applied it does far more to improve the roads than would a money tax of the same amount. Of taxes levied in that form we have had quite enough when the assessed amount is paid, while instances of working overtime are of common occurrence in every district. Why should they not be when we have a personal interest in the work and share in its good results? Though no high-salaried boss is present to point the finger of authority, men of sufficient intelligence to guide a road-scraper or spread a load of gravel are not so rare here as many seem to think. We [illegible]

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learning how to make roads as well as build fences. That neither are as good as we wish they were results from lack of means rather than skill. Will piling on additional taxes increase our ability to pay them? I am thankful for the suggestion that these schemes are "a new device for getting the city people to carry a part of the burden that would naturally fall on the country." If you will impress this idea strongly upon your city readers it will greatly aid us in our efforts to retain the old law. Really, we cannot afford to accept any money from that source, as every dollar would cost us at least five in return. All partnerships of that sort have proved so disastrous that you will please excuse us from any further investments.

I am glad to learn that the practical politician,'' of whose strict integrity I expressed some doubt, is only a "bug-a-boo," and has no bodily existence. From some slashing editorials in the U. & A. on the elevator rings, harbor pirates, etc., I was led to believe that he was not only alive, but bent on mischief. Though quite relieved to find that these fears were groundless, another danger still presents itself. If our millions of highway taxes were collected in large sums and held for distribution, might they not tempt some honest city or county treasurer to stray from the narrow path, forgetting to leave the treasure behind. He might not know that they were the farmers' hard earned dollars. Of course, no one would purposely rob him of these unless he knew where they were and could get them. Pardon me for claiming so much of your valuable space. The importance of the subject is all that would justify it. We farmers ask for no *special legislation in our favor. A fair share in the products of our industry*, and equal rights before the law are all we hope for or desire.

J. M. NORTON,
East Bloomfield, N. Y.

Democrat and Chronicle
FEBRUARY 25, 1890.

THE Rochester *Union* abandons the absurd and malicious charge that Mayor Parsons has drawn his salary a year in advance, but wallows through nearly a column of abuse of the Mayor generally. The animus of this is understood and ridiculed by the whole community. A charter election is approaching and it is possible the Mayor may be a candidate for election. The *Union* always waxes vociferous about election times and pitches into Republican candidates, in the name of reform. This is all there is to the *Union's* protestations. It may claim some credit for sincerity—it may seem a little less hypocritical—when it employs its epithets against Democrats. By the way, if it knows so much about overdrafts in the city treasury, why doesn't it give the names of Democratic officials who have had the benefit of these overdrafts?

ROAD IMPROVEMENTS.

Conference of Chamber of Commerce Gentlemen and the Outcome.

The presence in the city yesterday evening of Charles S. Butler, of the League of American Wheelmen, was the occasion of another informal discussion of the subject of post roads and their improvement, by several prominent gentlemen of the Chamber of Commerce. Mr. Butler became interested in this question last year, while he was chairman of the committee on road improvements of the League, and he will appear at Albany before the sub-committee of the ways and means committee of the Assembly at 2 o'clock this afternoon.

At the conference which was held at the Chamber of Commerce, there were present to meet Mr. Butler, H. H. Warner, R. A. Sibley, Alfred Wright, J. Cauffman, A. S. Hamilton, Ira L. Otis, W. C. Barry, John Fahy, H. S. Mackie, Secretary McClintock of the Chamber, and O. K. Foote, representing the local wheelmen. R. A. Sibley presided and Mr. Butler explained some of the important points in the various bills now pending at Albany. He gave it as his opinion that neither the DePuyster bill nor the Coggeshall-Rhodes bill would be recommended by the committee, but that from them the committee would be enabled to frame one which would be received in favor by the city and the country alike. Mr. Butler said that so far as wheelmen were concerned, they would favor any plan which would give them better roads, but after all, they would be benefitted only slightly by any such improvement, notwithstanding the active part many were taking in bringing the subject before the people.

Messrs Barry, Hamilton, Fahy, Mackie and others also advanced some of their ideas as to the great necessity for action in this direction. It was then decided to have the chairman of the meeting appoint three gentlemen to accompany Mr. Butler to Albany in the interests of the general project, and Arthur S. Hamilton, Secretary McClintock and H. H. Warner, were named as such representatives. Messrs McClintock and Hamilton accompanied Mr. Butler to Albany at 11:30 o'clock last evening. Mr. Warner will follow this morning. He will appear before another committee of the Legislature in reference to the St. Lawrence fisheries.

[illegible] have not as yet paid the amount for which they are liable into the city treasury, but Acting Treasurer John Bower said yesterday that they would be notified to call and settle [illegible] George S. Riley [illegible] indebtedness yet, but he called yesterday and said that he would settle shortly. Messrs. Bower and Thayer are working hard on their report. It was stated yesterday that the action of the Common Council at its last meeting in deferring action on the resignation of Mr. Davis was simply to put the matter off until after the charter election, when the resignation would be accepted and a Democrat appointed for the remaining year of the term.

ROCHESTER MORNING HERALD
FEBRUARY 25, 1890.

COUNTRY ROADS.

CHAMBER OF COMMERCE TALKS ABOUT THEM

And Appoints a Committee to Go to Albany To-day—Brief Address by Charles S. Butler of Buffalo.

The special committee on country roads recently appointed by the chamber of commerce to look after all matters having in view the betterment of the condition of roads throughout the state, held a meeting last evening for the purpose of discussing the merits of the two bills now before the legislature and their effectiveness in securing the desired ends. Among those present were R. A. Sibley, A. S. Hamilton, W. C. Barry, John Fahy, Alfred Wright, H. S. Mackie, Joseph Cauffman, I. L. Otis, H. H. Warner and O. K. Foote.

The discussion was opened by a brief address by Charles S. Butler of Buffalo. Mr. Butler was on his way to Albany, where he will appear before the sub-committee of the ways and means committee having the bills in charge this afternoon, and stopped off here at the request of several members of the chamber. Mr. Butler confined his remarks almost entirely to the legislative aspects of the matter. In the course of his address Mr. Butler said:

"There are two bills before the legislature—the De Puyster bill and the bill introduced by Senator Coggeshall. A sub-committee of the ways and means committee was appointed to hear the friends and objectors to the two bills. This committee will meet to-morrow afternoon. That the committee will report favorably some sort of a bill I have not the least doubt. Of the two bills the De Puyster bill is simpler and comes nearer to what we need. The Coggeshall bill is more elaborate and incorporates a great deal that is unnecessary. This question is a new one in this country; it is of great importance to our people, but it involves the expenditure of a large sum of money and should receive the attention it merits.

"The first point of note in the De-Puyster bill is the provision for a state superintendent, who shall be a civil engineer. The bill provides also for county superintendents, abolishes the present system of improving highways and substitutes a system of bonding. The Coggeshall bill provides for a commission of three, instead of a state superintendent. The bill simply embraces a system of state roads. It deprives the commissioners of the privilege of stating which roads shall be the state roads, and leaves the selection to the county supervisors. As a result, the roads would not be continuous throughout the state. Again, this bill does not do away with the present system of working out a road tax, which it is necessary to do to render the making of good roads a success. The De Puyster bill provides for state, county and town roads, but throws the expense of construction and maintenance upon each county for those portions of the roads passing through it."

A. S. Hamilton said that he had talked with many farmers during the past six months for the purpose of learning whether or not they were willing to give up the custom of working out their road taxes and pay cash. In every case, Mr. Hamilton said, the farmers were willing to adopt the new plan provided good roads could be assured. The benefit to farmers from good roads, the speaker added, was inestimable.

Mr. Butler said that the movement in favor of better roads was general throughout the country, and favored the enactment of laws by the state legislatures which shall contain certain principal points applicable to the different states.

W. C. Barry stated that he had seen a good deal of country roads. The tax was never sufficient to properly repair the roads and the overseers neglected to see whether the taxes were worked out. If farmers would club together in every neighborhood during the dull season and set about to improve the roads in front of their property, Mr. Barry thought that the cr[illegible] country roads would be [illegible] often. The speaker also referred to city roads, and said that the side streets of Rochester could be made much better if instead of trying to improve a street [illegible] feet wide the sidewalks were made [illegible] and the roadway [illegible] feet, which would be sufficiently wide for all traffic.

John Fahy believed that these state roads should be built not entirely by the counties, but should receive state aid. The agricultural counties could not afford to pay for the construction of these roads. By a state tax the cost of the roads would fall more heavily upon the cities of the state. The cities were able to pay and should be willing to do so, as they would receive great benefit from the proposed system of roads. County care of roads, as provided by the two bills under discussion, would only be a dabbling with the evil. The state should have full charge of the roads.

Mr. Hamilton offered a resolution to the effect that a committee of three be appointed to go to Albany and appear before the legislative committees having the bills in charge. The resolution was adopted and A. S. Hamilton, H. H. Warner and Secretary McClintock were named to make the trip.

It was the desire of the chamber of commerce people to have the wheelmen of the city unite with them in their fight for better roads, but as the committee must go to Albany this morning there was no time to invite the co-operation of the 'cyclists.

The Post-Express.
ROCHESTER, MONDAY, FEBRUARY 24.

TO IMPROVE HIGHWAYS.

Meeting to Consider this Subject—President Butler to Speak.

There will be a meeting of the Chamber of Commerce committee on public improvements at 8 o'clock this evening, to listen to the address of Charles S. Butler, of Buffalo, president of the league of American wheelmen, on the improvement of the public highways of the state. A conference to discuss ways and means looking to this end will follow the address. Citizens interested in this movement are invited to attend the meeting. Mr. Butler will appear before a sub-committee of the ways and means committee of the assembly at 2 p. m. to-morrow and wants a delegation of Rochester men to accompany him. The chamber committee consists of these gentlemen: J. G. Cutler, R. A. Sibley, E. T. Curtis, J. F. Alden, Clinton Rogers, James E. Booth, Joseph Cauffman, H. H. Warner, Emil Kuichling, Gilbert Brady, Alfred Wright, H. S. Mackie and James W. Gillis. Some of the members will probably go to Albany.

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ROCHESTER, MONDAY, FEBRUARY 24.

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DANIEL T. HUNT, Secretary.
Nos. 14 and 18 Mill street, Rochester, N. Y.

The POST-EXPRESS is the only evening paper delivering its 4 o'clock edition to ALL city subscribers.

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A WEAK DEFENSE.

The gentlemen who call themselves the Independent Political Labor league met yesterday and made a statement to counteract the effect of the resolutions adopted by the shoemakers of the city, which denounced the league as a collection of blackmailers, making a living out of politics on false pretenses, "to the great scandal and disgrace of the true and honest working people of Rochester."

The defense of the league is given in full elsewhere; so that our readers may consider it fairly. It opens with the acknowledgement that it has never claimed that it "represents the trades organizations of this city as trades organizations, nor that it represents the people." This looks like giving away the case, since it confesses that the league is what the shoemakers called it, an "irresponsible and self-constituted club." It is not "independent," for it is simply for sale, either for money or for offices. It is not "political" for it represents no political principles and goes with either party on selfish considerations. It is not "labor" for its members make it their business to get a living without labor in sinecure public positions.

The defense follows this confession that its representative character is a pretense by an unfortunate attempt to justify its own existence by an appeal to its record. Great stress is laid upon the fact that, in connection with the kindred gang of boycotters and blackmailers, the Central Labor union, which its leaders control, it was active in the repeal of the Cantor act so far as Rochester is concerned, and worked to forward the adoption of the original contract of the street railway company and the common council committee. That contract did not provide for conductors, for transfer tickets, or for a compensation for the extension of the franchise until 1967. The POST-EXPRESS attacked it on these grounds and the Chamber of Commerce on these grounds insisted upon its amendment. The league and the union, through their representative, Robert P. Ryan, seemed to clamor for the sacrifice of every public interest; but in spite of them the contract was changed so as to secure conductors, transfer tickets and at least a moderate compensation for the extension of the franchise. The money gain to the community, to say nothing of that to individuals, has been estimated at $2,000,000 during the period covered by the franchise. Fighting to prevent the community from receiving this compensation from a corporation for a valuable franchise is a curious thing for "labor leaders" to boast of. But the repeal of the Cantor act is even a more disgraceful thing for them to glory in. The repeal did not touch Buffalo and there the railway franchises on outside streets were sold at 11¼ per cent. of the gross receipts to the company that has secured an extension of the franchises on our streets for 15 years at 1 per cent. and for 60 years at 2 per cent. There were certain sound reasons why there should be a difference in the compensation paid perhaps, but it is just as well for the public to know that it might have been far less if the members of the Independent Political Labor league and the Central Labor union had not been so strenuous in favor of the policy of giving away public franchises instead of selling them to the highest bidder. The men in these organizations, therefore, have put themselves on record not only as favoring a corporation against the community in a particular case but as advocating giving away public franchises to corporations and making the gift binding on the present and the two succeeding generations. This is a nice attitude for "representatives" of the workingmen!

The defense brings forward three other things in which it claims the league has done good work. One is text-book reform, which it betrayed; another is public scales, not yet procured; and a third is free baths, not yet provided. This is a mighty thin record.

The defense makes an indirect slant at some of the members of the Shoe Council and vouches for "the personnel of the committees" which appeared before the aldermen. This is a subject on which the Independent Political Labor league and the Central Labor union should make no rash challenge. We have before us a copy of the police record of a prominent member of these committees for ten years. It sets forth two convictions for being drunk and beating his wife; four convictions for being drunk and disorderly; one charge of drunkenness and assault; and one charge of malicious trespass. We did not allude to it before; and we do not care to publish it even now. We cannot help showing some forbearance to these fellows when they are driven to the wall—though they deserve forbearance from nobody, and least of all from this paper.

The Post-Express.
ROCHESTER, TUESDAY, FEB. 25.

M'NAUGHTON AT ALBANY.

The Senator Visits the Executive Mansion—Rochester Men at the Capital.

SPECIAL TO THE POST-EXPRESS.

ALBANY, Feb. 25.—Senator McNaughton rested fairly well last night, and visited the executive chamber this morning to introduce Assemblyman Courtney. President Tracy called on the senator this morning in relation to a lift bridge across the canal at Ford street.

H. H. Warner, A. S. Hamilton and Secretary McClintock of the Chamber of Commerce, appeared before the ways and means committee this afternoon in favor of the state highway commission bill.

After a hard fight Andrus passed the bill establishing a western New York house of refuge for women to be located in the seventh or eight judicial district. Opposition came from economists and members who dislike Andrus.

Mr. Courtney will be sworn in as soon as the county clerk's certificate is received by the speaker. He has been assigned seat 125 and is fast becoming acquainted with his colleagues and his future duties. S.

Democrat and Chronicle
[illegible]ARY 26, 1890.

STATE CAPITAL AFFAIRS

Notes on Personal and General Topics at Albany.

IMPROVEMENT OF HIGHWAYS

Rochester Men Give Their Views on the Need of Better Country Roads Throughout the State—Estimates of What the Work Would Cost.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, Feb. 25.—Mrs. Loder is spending the week in Albany with her husband, and is [illegible]

H. H. Warner, [illegible] and A. S. Hamilton, of the Rochester Chamber of Commerce, and President W. H. Tracy, of the Common Council, are in the city, and this afternoon attended the hearing before the sub-committee of the ways and means committee which had under consideration legislation looking to the establishment of highways in the several counties of the state.

Among the lawyers who have been in attendance on the sessions of the Court of Appeals this week are George W. Thomas and Edward Harris of Rochester.

Hon. F. A. Defendorf, of Fairport, was among to-day's legislative visitors, as was also Joseph L. Luckey, of Rochester.

Senator Van Gorder's bill which he introduced to-day, amending the surface railroad act of 1888, merely serves to cure a minor defect in the existing statute.

Senator Saxton says, regarding his bill to require overseers of the poor to keep books in which to record certain accounts, that such legislation is sorely needed just now. "The poor laws of the state," he adds, "are in a singular condition and ought to be revised in order that certain abuses now existing may be done away with. I have particular reference to the manner in which officers keep their accounts, and the lack of publicity which is shed upon them. My bill will, in a measure, correct these abuses."

Miss Meda Griswold, of Rose, Wayne county, is visiting friends in Albany.

Senator McNaughton was feeling a good deal fatigued to-day as a result of his trip from Rochester yesterday. He was in good spirits, however, and says he hopes to occupy his seat before the week closes.

Assemblyman-elect Courtney was among to-day's legislative spectators, and during his stay at the Capitol was presented to a number of his new associates. He expects to be sworn in to-morrow morning.

There was filed to-day with the Secretary of State the agreement for the merger and consolidation of the Allegany & Kinzua Railroad Company with the Bradford & Corydon Railroad Company, forming the Allegany & Kinzua Railroad Company.

Messrs. McClintock and Hamilton, together with Dr. A. S. Butler, of Buffalo, appeared before the sub-committee of the ways and means committee this afternoon to present their views on the subject of new and improved state highways. The two bills under consideration were Rhodes's, providing for a state highway commission, and DePeyster's for the improvements of roads under the direction of a superintendent.

Mr. McClintock said that although opposed to Governor Hill politically, nevertheless he heartily favored the suggestions contained in his annual message relative to the establishment of the state highway. He had no doubt that, speaking locally, one million dollars would not suffice to pay the farmers for the damage done to the roads the past few months. A few miles of good highways in each county would, he thought, serve to solve the problem satisfactorily.

Then Mr. Hamilton joined in a general discussion of the subject of state highways and their improvement.

Henry E. Abell, of Albany, opposed the ideas of state highways, favoring a continuance of the present system of county and town control, as being less expensive.

Dr. Butler denied that the wheelmen were the controlling element in the highway reform movement. He declared that the farmers and merchants were all equally interested in its success, and would be equally benefited.

State Engineer and Surveyor Bogart showed the committee some maps which indicated that each county could be crossed almost at right angles by these state highways, making a total of three thousand miles of roads, at a cost of $3,000 per mile, or a total outlay of from nine to ten million dollars.

The hearing will be continued next Thursday.

When Mr. Andrus, Buffalo's stout-lunged representative, occupied the chair to-day during the temporary absence of Speaker Husted, the members, thought to have some sport at his expense, and set about raising points of order to befuddle the Western legislator in his parliamentary rulings. For a time they met with some degree of success, but at last the Erie statesman got at inkling of their nefarious purposes and at once resorted to such arbitrary procedure that his tormentors were speedily silenced. It was all in good part, and served to enliven the proceedings which took on a very tame aspect throughout.

THE Rochester City & Brighton railroad company has ceased to be, and the Rochester Railway Company has taken its place, the articles of incorporation of the new company having been filed in the office of the secretary of state, yesterday. The new company has the advantage over the old of a less cumbrous name, but its corporators are substantially the same as the parties owning the franchises, recently extended and confirmed by the Common Council. The election of officers was held, yesterday, in this city and resulted as stated in our local columns. Mr. Arthur G. Yates, one of Rochester's best and most enterprising business men becomes president, and his high character is a sufficient guarantee of the integrity and courtesy with which the road will be conducted. Mr. Beckley becomes vice-president and secretary, and Mr. Luetchford remains as treasurer. To these two gentlemen belongs much of the credit of effecting the transfer of the road to the syndicate now in control and their close identification with the interests of Rochester and their established popularity are excellent auspices under which the new company starts. They with Messrs. McKee, Verner and Cuyler constitute the executive committee to whom the details of management are entrusted. Mr. Verner, who has already made many friends here, will shortly take up his residence in Rochester, and give his personal attention to the affairs of the road. Rapid transit will be expedited as rapidly as possible, and, under the prudent contract into which the city has entered, horse power and bob-tail cars will soon be among the things of the past.

A ROUTE OF SIXTY MILES

The New Street Car Company's Incorporation.

CAPITAL STOCK OF $5,000,000

Plans for a Belt Line—The Routes to be Taken by the Company's Cars Through the City—Excellent Plan for Good Service.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, Feb. 25.—Articles of incorporation of the Rochester Railway Company were filed to-day with the Secretary of State. The capital stock is fixed at $5,000,000, divided into 50,000 shares of $100 each. The directors who shall manage the affairs of the company for the first year are: Frederick Cook, George E. Mumford, William S. Kimball, Arthur G. Yates, Arthur Luetchford, Marsenus H. Briggs, John N. Beckley, all of Rochester; H. Sellers McKee and M. A. Verner, of Pittsburg, Pa.; Benjamin Graham, of New York, and Richard W. Clay, Horace Magee and Thomas DeWitt Cuyler, of Philadelphia.

The company is to continue for ninety-nine years and is to be constructed in the city of Rochester and in the towns of Chili, Gates, Greece, Irondequoit and Brighton, Monroe county, and in, over, along and through certain streets in Rochester, to wit:

East Main street, West Main street, West avenue, Lake avenue, State street, Exchange and Clarissa streets, Mt. Hope avenue, South St. Paul street, South avenue, Linden street, Monroe avenue, South Clinton street, Court street, South, Oakland, Highland and Elmwood avenues, Elm street, Chestnut, James, Union streets, Gardner Park, Alexander street, Park avenue, Culver park, University avenue, Goodman street, Central Park, German street, Scio, Andrews, Mumford, North avenue, North street, Draper, Hudson, Central avenue, Hayward park, St. Joseph street, North Clinton street, North St. Paul street, Avenue E, Driving Park avenue, the Boulevard, being the street which bounds the lands of the Rochester Driving Park Association on the east, Thrush street, Emerson street, Backus avenue, Vernon street, Saratoga avenue, Bolivar street, Lyell avenue, Jay street, Jones avenue, Center street, Sophia street, Vincent Place, Platt, Allen, Clark, Grape, Church, North Fitzhugh, South Fitzhugh and Spring streets, Caledonia avenue, Bronson avenue, Jefferson avenue, Plymouth avenue, Chili avenue Genesee street; and in, over, along and through the following described highways in the town of Brighton, to wit:

The highway extending from the easterly line of the city of Rochester, known as Park avenue, the highway leading from the last described highway at a point near Hart's saw mill to East avenue in said town, and along East avenue to the village of Brighton and Ellwood avenue; and in, over, along and through the highways in the town of Irondequoit known as North street, St. Paul street; and in, over, along and through the highway in the town of Greece known as the Boulevard, and being an extension of the street known as Lake avenue, and in, over, along and through the highways in the town of Gates known as West avenue and Chili avenue, and being extensions of the streets known respectively as West avenue and Chili avenue, in Rochester; and in, over, along and through the highway in the town of Chili known as the Scottsville road, and being an extension of the street in Rochester known as Genesee street, and the highway extending from said Scottsville road in the town of Chili to and over the bridge across the Genesee river, in the line of Elmwood avenue; and also in, over, along and through such other streets, avenues, etc., in Rochester and the said towns, in or through which the company may extend its lines, or construct a branch or branches thereof, and which may be described in any certificate or certificates therefor filed under chapter 252 of the laws of 1884.

The road is to be constructed and operated as follows:

From Brighton to the intersection of State, West Main and Exchange streets.

From the city line and Monroe avenue to the intersection of State, West Main and Exchange streets.

From Mount Hope avenue, Rochester, at Highland avenue, extended to the intersection of State, West Main and Exchange streets.

From the city line and Pinnacle avenue, to the intesection of State, West Main and Exchange streets.

From Elmwood avenue, Brighton and Mt. Hope avenues, to the State, West Main and Exchange street intersection.

From Elmwood avenue and Mt. Hope avenue to the Scottsville road, Chili and Elmwood avenues.

From the Scottsville road and Elmwood avenue, Chili, to West Main and Exchange streets intersection.

From Plymouth avenue and Genesee street to the intersection of State, West Main and Exchange streets.

From the intersection of Cottage street, Plymouth avenue and Jefferson avenue to West Main, State and Exchange streets.

From Chili and Lincoln avenues, Gates, to West avenue, Chili avenue and York street intersection.

From West and Lincoln avenues, Gates and from the city line and Jay street; to the intersection of State, West Main and Exchange streets.

From the city line and Lyell avenue, to the intersection of Lake avenue, State street and Lyell avenue; from the northerly end of the Boulevard; and from Ridge Road and Lake avenue, Greece, to State, West Main and Exchange streets intersection.

From the Boulevard out Driving Park avenue to the intersection of Tower street, Avenue E and North St. Paul street, Rochester; from Vincent Place, Lyell avenue, [illegible]

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Historic Scrapbooks Collection

Lake avenue and State street intersection to North St. Paul street and Vincent Place extended; from Platt and State streets to North St. Paul and Ward streets, Irondequoit, half a mile north from the Rochester city line at its intersection with North St. Paul street, to the intersection of State, West Main and Exchange streets.

From North Clinton street and the northerly city line, to the State, West Main and Exchange streets intersection.

From St. Joseph and Norton streets, to Central avenue and St. Joseph street; from Hayward Park and St. Joseph street to Haywood Park and North Clinton street; from a point in Hudson street opposite Hayward Park to Hudson street and North avenue; from North avenue opposite Stewart street to West Main, State and Exchange streets intersection.

From Clifford and North Goodman streets to West Main, State and Exchange streets intersection; from the city line intersection with East Main street to State, West Main and Exchange streets intersection; from the easterly end of Culver Park to the intersection of East Main street with University avenue.

The length of the road is to be sixty miles.

SUED FOR SOME OF THE STOCK.

An Action Growing Out of the New Street Railway Deal.

Preliminary steps have been taken by George F. Mellen, of Fall River, and Emory B. Chase, of this city, in a suit against George E. Mumford and Henry H. Craig to obtain possession of one-third of the stock in the new street railway company of this city. An extended argument was made in the matter yesterday before Justice Rumsey in the Special Term.

The plaintiffs allege that an agreement was entered into between them and the defendants to purchase the street railway in this city, and an option secured on a loan of $2,035,000 with which to consummate it, and that in the event of the purchase the former were to have one-third of the stock and the defendants the other two-thirds. They claim this agreement, unbeknown to them, was violated by the defendants who, with others, effected the purchase, and by it made a very profitable speculation.

But the plaintiffs claim they have not sufficient facts in their possession to serve a good complaint, and a few days ago they applied to Justice Rumsey for an order, which was granted, giving them the power to examine the defendants regarding the street railway transaction. They were therefore served with a notice that a motion would be made by the defendants to have the order vacated.

This motion was argued yesterday afternoon, at considerable length, before Justice Rumsey in the Special Term, by Theodore Bacon for the defendants, and William L. Flagg, of New York, and Anthony Q. Keasbry, of Newark, N. J., for the plaintiff. A general denial was made by the defendants to the plaintiffs' allegations, and that, particularly, the purchase of the street railway was not consummated under the agreement specified by the plaintiffs. Justice Rumsey took the papers, reserving his decision.

The Post-Express.

ROCHESTER, TUESDAY, FEB. 25.

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THE COUNTRY ROADS.

There was an interesting discussion before a committee of the Chamber of Commerce last night in regard to measures introduced in the legislature for the betterment of the country roads of the state. Charles S. Butler, of Buffalo, who was on his way to appear before the sub-committee of the committee on ways and means at Albany, stopped over by request to take part in the discussion. Mr. Butler is prominent in the matter as a representative of the league of American Wheelmen. The sentiment of the gentlemen who spoke for the Chamber of Commerce was strongly in favor of an improved system of road making. Mr. Butler is reported as giving details about two measures for reform in this direction now before the legislature—the Coggeshall bill and the De Peyster bill; and to the latter he gave the preference.

We have at hand two bills on this subject introduced by Mr. Coggeshall, neither of which meets the speaker's characterization. One, his own measure, was introduced January 7th, and is an act to amend that chapter of the laws of 1886 which deals with the improvement of "the roads and bridges of the state." It provides that "No public highway in the several districts shall be improved or repaired by placing earth thereon for such purpose later than the 15th of August, annually, unless the same shall be covered at least three inches in depth with gravel, broken stone, furnace slag, or other hard substances, broken in sizes not to exceed two inches in diameter." A fine of $10 for each offense is imposed upon any [illegible] this provision [illegible] introduced by Mr. Coggeshall [illegible] February 5th. It is entitled an act "to alter the present system of repairing highways." The first section provides that every person liable to work on the highways shall pay at the rate of [illegible] for each day for which he is assessed. The second section provides that each town shall raise by tax for the repair of highways, a sum not less than the value of the days' work assessed in the preceding year, the tax to be apportioned according to the assessment of days' work on each individual. Section three provides that the board of highway commissioners for each town shall determine the amount of tax, to be submitted to the board of supervisors after the manner of other town charges; and section four provides that the money raised shall be given to the president of the board of highways for each town and shall be expended under the joint direction of the commissioners and the overseer of highways for each district. This act seems to be very simple in its terms and direct in its method; and it aims at substituting the raising of money for the present primitive system of working out the road tax.

The De Peyster bill is entitled an act "relating to the construction, maintenance, and repair of the highways and roads in the state of New York." It provides for the appointment of a civil engineer as state superintendent of highways, to hold office for three years, to draw a salary of $5,000 a year and expenses, and to have an office in the capitol at Albany. He is to have general "advisory supervision" of the highways of the several counties of the state, to keep reports and statistics as to their condition, with peculiarities of soil and grades, file maps of improvements, and recommend methods to county officials where improvements are determined upon. The bill provides that the board of supervisors in any county may acquire or assume control of any road, after filing maps thereof in the offices of the county clerk and the state superintendent of highways. The roads so designated shall be known as "county highways." It shall be lawful for the board of supervisors to cause these county highways, or any part of them, to be graded, paved, macadamized or otherwise improved by means of stone or gravel, for a width of at least fifteen feet. All work exceeding in cost the sum of $100 shall be done by contract after due advertisements for bids. It shall be lawful for the board of supervisors to levy a tax to meet this expenditure not exceeding $25,000, or one-fourth of 1 per cent. of the assessed valuation of the taxable property of the county in any one year. Or county bonds may be issued at an interest not exceeding 5 per cent. and running for a term not exceeding twenty years. Previous to issuing any such bonds application must be made to the County court, in which the exact financial condition of the county shall be set fourth; and no county highway bonds shall be issued if the court finds that they would raise the indebtedness of the county beyond 5 per cent. of the assessed value of real estate the ein. Bonds issued beyond this limit are to be void; at no time shall outstanding highway bonds amount to more than $150,000; and in every case of the issuance of such bonds provision must be made for meeting the interest on them and for a sinking fund for their redemption at maturity. The board of supervisors shall appoint annually a competent civil engineer to be known as the county engineer and surveyor, who shall have charge of the "county highways," inspect their condition and direct all ordinary improvements. All roads not acquired by the board of supervisors as county highways shall be known as "public roads" except private ways and roads controlled by turnpike companies. Such roads shall be under the control of the town commissioners, acting with the advice and assistance of the county engineer and surveyor. But the expenditures on such roads are to be met by a tax levied and expended nearly as described in the summary of the second Coggeshall bill already given. Finally the De Peyster bill repeals all laws providing for "assessment for highway labor" and the working out of road taxes. It looks to us as if this measure might work very well.

Another act on this subject is that introduced by Mr. Rhodes, January 22, "to establish a state board of highway commissioners and to provide for the uniform improvement of the public highways." This measure provides for the appointment of three commissioners, two of whom shall be practical and experienced civil engineers. The salary of each commissioner shall be $3,000 a year with necessary expenses and the term of office six years. The commission shall have power to employ assistants but its expenses shall not exceed $25,000 a year. This board is to prepare maps, plans, and specifications for a system of improved roads in the various counties of the state outside of New York and Kings and these are to be filed in the offices of the county clerks for reference as a part of the public records. Within sixty days after the passage of the act the board of supervisors in each county shall meet and designate certain roads which, by reason of their importance, are best suited to become "improved state highways." A majority of the board can designate these roads and their action cannot be revised even in the courts. The designation and description are to be duly put on file. The board of supervisors is then to [illegible] for the improvement of [illegible] highways" and award it, [illegible] due precautions, the work being done according to the plans and specifications of the state commission but under supervision of engineers and inspectors appointed by the board of supervisors. To meet the cost of construction that board is authorized to issue bonds redeemable in ten, fifteen, and twenty years, not exceeding in amount five one-thousandths of the equalized value of the taxable property of the county for the previous year. Provision for the sale and redemption of these bonds is made with great minuteness in the act. When state highways are constructed the board of supervisors is to have control of them and provide for their inspection, maintenance, and repair, in accordance with the plans and specifications of the state highway commission; and each state highway shall be removed altogether from the supervision of the town highway commissioners. There is a section in the act also which provides for the extension of "state highways" on the request of a majority of taxpayers living along the proposed extension. This Rhodes bill, it seems to us, aims at the same thing as the De Peyster bill; but it is altogether more confused and clumsy in its provisions and its machinery.

There are other measures on this same subject before the legislature, and we may take up some of them hereafter. The great objection to those analyzed above is that the expense, in the counties where there are no large cities, will be thrown on the country districts; and though that is just and fair in theory, it is urged that the country people cannot meet any increased expense and cannot even afford to abandon the privilege of working out their road tax. In rich counties or counties with large towns or cities, a great part of the burden would be shifted from the farmers. On the whole, apart from any scheme for road construction and repair by local authorities at local expense, we are disposed to say again what we have said before, that the legislature should carry out Governor Hill's recommendation in regard to roads and provide for the construction of two state highways through every county, to be built by the state authorities at the state expense and maintained out of the state treasury.

ROCHESTER MORNING HERALD

FEBRUARY 26, 1890

REMEDIES SUGGESTED.

There were some excellent suggestions in last Sunday's Elmira Telegram's account of the defalcation in the office of the Rochester city treasury, bearing upon the matter of guarding the city against a repetition of such experiences as it has had with the ex-city treasurer. The Telegram says:

Who, in the history of Monroe county and Rochester has heard of a deficit in the accounts of a fiduciary officer who served only one term? The evil is in the re-election of such officials, no matter how faithfully they have served one term; how popular they have made themselves. Make the term of the county treasurer, city treasurer, three years and no succession in office. The bonds of the officer should be made larger. The desire for re-election, the use of public money to accomplish that end (with the intent, of course, to replace it) make them defaulters. The city charter should be amended at once prohibiting the city treasurer for holding office more than one term, and the same should be the case of the county treasurer. If necessary the city could have an auditor, and reports of both treasurer and auditor published monthly or semi-monthly. The term of office of the mayor of the city and of the members of the executive board should be three years and no re-election. The mayor should be responsible for the conduct of the heads of departments to be appointed by him.

The HERALD cordially indorses the most of these suggestions. Let us summarize:

First—One term only for the mayor, the members of the executive board, the city treasurer and the county treasurer.

Secondly—Responsibility of the mayor for "the conduct of the heads of departments to be appointed by him"—and, let us add, to make his responsibility complete, subject to his power of removal.

Thirdly—An amendment to the city charter creating the office of auditor and providing for frequent publication of the city's accounts.

Some of these suggestions we have heretofore advocated, particularly the one calling for an auditor. The revised city charter provided for such an official; but that excellent instrument was killed, principally through the chronic obstreperousness and obstructiveness of the Rochester Union which, after having done what it could to perpetuate one of the most abominable systems of government that ever cursed a municipality now displays the superlative assurance of coming forward and bragging of it at a time when the city is smarting from the loss and disgrace of a defalcation which would have been prevented had it not been for the Union's [illegible] and shameful alliance with the heeler element of Rochester politics. In trying to defend itself yesterday from the accusation made last week by the HERALD, charging that paper with large responsibility for the existing rottenness in our municipal affairs, the Union, as usual, harped away regarding Mayor Parsons' grip on his office, excusing its hostility to the reform charter on the ground that it would have increased the present mayor's power. Yet, in the same breath, the Union holds Mayor Parson's responsible for about everything that occurs under the existing system, including Treasurer Davis' defalcation. If that pettifogging organ is entitled to a public acceptance of its statements our city affairs couldn't have been much, if any, worse if the mayor had possessed the absolute power conferred by the revised charter; and in that case the people would have known who was responsible for the evils under consideration. The Union evidently was too fat-witted to see the trap its own logic would tumble it into.

The fact is, with Cornelius R. Parsons or any other man, good or bad, in the office of mayor the system of concentrated power and responsibility in the hands of that official is immeasurably superior to the miserable system of divided responsibility from which this city is suffering. Whether the mayor should be limited to one term of three years is a question to be thoughtfully considered before dismissing the question. Certainly the people would have taken care of that matter in the most summary manner had such a scandalous condition of affairs as that now receiving the attention of our citizens occurred under a charter which held the mayor responsible for the management of the several departments, though, it should be said, the proposed revised charter provided for the election—not the appointment—of the city treasurer.

We desire to distinctly approve the suggestion of the Telegram to the effect that the amount of bonds required of the city treasurer be increased and would add that that official might be forbidden to offer individual sureties but required to receive the indorsement of some well established guarantee company. These companies make it their business to look after those for whom they have assumed obligations and are not embarassed by personal friendships or other considerations of that character. Certainly the treasurer should be put under heavier bonds, whoever he may have for his bondsmen.

MR. FITCH NOMINATED.

President Harrison yesterday sent in to the senate the name of Hon. Charles E. Fitch for the office of collector of internal revenue for the twenty-eighth district of New York. This nomination will not surprise our readers. The HERALD's Washington special yesterday morning announced that Mr. Fitch would be nominated before night, and we were able to give our readers positive assurance several weeks ago that the appointment would be made sooner or later.

We tender Mr. Fitch cordial congratulations upon his appointment. He has, since the Post-Express became an independent paper, edited the only republican organ in Rochester and as its editor has had to take the brunt of all controversial attacks upon his party in this region. We need not at this time refer at length to his conceded ability as a writer and an editor. His brilliant pen has attracted much attention and we hope it may long be employed as one of the brightest weapons and ornaments of the American press.

IMPORTANT LITIGATION.

A Suit Growing Out of the Street Railway Transfer.

A motion was argued in special term yesterday afternoon before Justice Rumsey that marks a step in a curious legal dispute that has grown out of the recent transfer of the stock of the Rochester City and Brighton railroad company. The complainants are George F. Mellen of Fall River, Massachusetts, and E. B. Chace of this city. They allege that, prior to the sale of the street car company stock, they had a contract with George E. Mumford and H. H. Craig of this city to the effect that if any of the parties to the agreement succeeded in making a successful and satisfactory negotiation for the purchase of the business of the old company, all four were to participate in the "deal," Mumford and Craig taking two thirds of the stock and Mellen and Chace the remaining third.

It is now alleged by the complainants [illegible] regarded by the defendants, Mumford and Craig, who, when they obtained control of the company, did not allow the plaintiffs their third of the stock. Mellen and Chace feel confident that the present owners of the street car company stock have made a profitable investment, and they have begun legal proceedings for their share of the profits, basing their claim on the agreement before alluded to. They allege that the concern was bought up without their knowledge and that their rights have been disregarded. They say that they were requested to co-operate with the defendants and acted in good faith, but were "frozen out." On the other hand, Mumford and Craig made a general denial, and assert that nothing whatever was done under the agreement and that the purchase of the street railway was accomplished by means totally outside of the letter and spirit of the contract.

In order to make out their complaint the plaintiffs, on an ex parte motion, some time ago obtained an order from Justice Rumsey for an examination of the defendants. It was a motion to vacate this order that was argued in the special term yesterday. Justice Rumsey listened to the argument, in place of Justice Adams, owing to the fact that he had granted the previous order. The justice took the papers and reserved his decision. Theodore Bacon, on behalf of the defendants, made the motion to vacate, which was opposed by Anthony Q. Keasbey of Newark, New Jersey, and William L. Flagg of New York. Mr. Keasbey is one of the leading lawyers of New Jersey.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., FEB. 25, 1890.

A NEW BRIDGE.

A Bill Soon to be Introduced for a Lift Bridge at Ford Street.

Special Dispatch to the Union and Advertiser.

ALBANY, Feb. 25.—President Tracy of the Common Council was here this morning in consultation with Senator McNaughton on the subject of a bill soon to be introduced for a lift bridge at Ford street. Senator McNaughton was feeling well this morning and called upon the Governor, taking with him Assemblyman Courtney, whom he presented as Rochester's second Democratic representative.

H. H. Warner, J. Y. McClintock and A. S. Hamilton of the Chamber of Commerce, will, together with President Tracy, appear before the Ways and Means Committee on the State highway commission bill late this afternoon.

CITY TREASURY AFFAIRS.

Conference Held by Ald. Thayer With the Bondsmen.

Last evening Ald. Thayer, as chairman of the Common Council's Finance Committee, sent to the bondsmen of City Treasurer Davis, in accordance with the requirements of law, a formal request to pay the amount of their bonds $50,000. The bondsmen held a consultation with the alderman in the City Treasurer's office this morning, as to whether the entire amount must be paid immediately in cash. No definite conclusion was reached. Whatever arrangement the bondsmen and the committee may agree on will be submitted to the Common Council for action.

The Post-Express.

ROCHESTER, WEDNESDAY, FEB. 26.

THE ROADS.

The Chamber of Commerce committee that went to Albany in regard to legislation for the betterment of country roads has returned; and its members are confident that something important will be done in this direction.

They advocated a new measure in the line of Governor Hill's recommendations; and the state engineer, during the discussion of the subject, produced maps and estimates showing the probable cost of a system of highways, to be constructed and maintained by the state. He set the extent of the new system at about 3,000 miles and estimated the cost at not more that $3,000 a mile, or in round numbers $10,000,000. This is a large sum, but the state is virtually out of debt and has a surplus in the treasury. It is not a startling amount either for a people that has spent more than $18,000,000 on an ugly, inconvenient, and unfinished capitol at Albany. Moreover, money spent on good roads, like money spent on the canals, will return indirectly to the community ten dollars for one.

After the construction of a state system of roads, some such plan of local road management as that outlined in the De Peyster bill might be adopted—or perhaps some such method as that proposed in Pennsylvania by the Engineers' society, and outlined in a recent paper before the Chamber of Commerce.

BIG TRANSACTION

SALE OF THE HYDRAULIC PROPERTY ON WATER STREET.

One Hundred and Thirty Thousand Dollars the Purchase Price—Plans of the Purchasers—Interesting Facts About the Property.

The hydraulic property, perhaps better better known as the Stewart buildings, at the corner of Andrews street and running from Andrews street to the falls, was sold this morning to Jacob H. Hecht of Boston. The sale was made on the foreclosure of a mortgage given to the Mutual life insurance company for $110,000. There were subsequent mortgages on the property amounting to $46,000. The property was owned by Jonathan E. Pierpont and the estate of William S. Oliver and was sold by Albert H. Harris, referee.

There was spirited bidding on the property and it was finally knocked down to Mr. Hecht for $130,575. This property has passed through many hands. It belonged to Ward Bros., James T. Stewart, and the Rochester Hydraulic company which was organized by the latter gentleman, Charles E. Upton and Jonathan E. Pierpont. It was foreclosed in 1880 and brought $90,000.

The property is now in the hands of large capitalists, who propose to make it the best manufacturing building in this portion of the state. The property will be immediately repaired and put in first-class condition and it is expected that within five years the entire 500 feet on Water street will be covered by first-class and practically fire-proof-buildings.

The property will be transferred by Mr. Hecht to the Rochester Power company, which was organized to-day. The officers of the company are: Mr. Hecht, president; David Hays, secretary and treasurer. There will be three trustees, the two first named gentlemen and J. B. Perkins.

The owners are ready to build at once any character of building that may be desired by responsible persons who will lease it for a term of years. Engines will be placed in the buildings to be used to furnish steam when water is low. The owners will guarantee power needed throughout the year.

Mr. Hecht represents the firm of Hecht Brothers & Co., of Boston, San Francisco, and Portland, Oregon. The firm are large owners of business real estate in Boston, New York, San Francisco and Washinston. Mr. Hecht says that he knows of no property owned by his firm as to the future and business value of which he is more confident than that purchased this morning. The company intends to develop the property for all it is worth.

THE TREASURER'S BONDSMEN.

The Finance Committee Still Unable to Arrange a Settlement.

The finance committee of the common council held a fruitless meeting last evening to effect a settlement between the city and the bondsmen of Treasurer Davis. Another meeting of the committee was called for 11 o'clock this morning, but it was nearly 12 before Alderman Thayer, chairman of the committee, got the members together in the city clerk's office. City Attorney Ernst and Assistant City Attorney Sullivan were also closeted with the committee for about an hour. When the conference ended a reporter asked Mr. Thayer what had been accomplished.

"We have accomplished nothing."

"Is there a disposition on the part of the bondsmen to evade the payment?"

"The city's interests will be protected. It is a matter which cannot be settled in a few hours."

"Have the bondsmen made any propositions to the committee?"

"There is no doubt but that the city will be secured all right. We shall come to some settlement just as soon as possible."

City Attorney Ernst, when asked by the reporter if the city could legally accept any security from the bondsmen in lieu of cash, replied:

"Oh, the city will be fair, I think, if it is made secure from loss."

THE PEOPLE SHOULD SEE TO IT.

Following certain suggestions made by the Rochester correspondent of the Elmira *Telegram*, the *Morning Herald* formulates certain changes which it thinks ought to be made in city and county government:

First—One term only for the mayor, the members of the executive board, the city treasurer, and the county treasurer.

Secondly—Responsibility of the mayor for "the conduct of the heads of departments to be appointed by him"—and, let us add, to make his responsibility complete, subject to his power of removal.

Thirdly—An amendment to the city charter creating the office of auditor and providing for frequent publication of the city's accounts.

The third suggestion is well enough; the second would make the mayor a sort of autocrat; and we do not care to discuss either one of them. The first suggestion has more interest at this juncture.

We are not in favor of making any such provision in the law, but we are strongly in favor of adopting it as a public policy, and extending it to the members of the common council and the school board. "Rotation in office" used to be one of the maxims of the country and it is high time that it should be revived and restored to due honor. There are some public offices in which competent men should be retained as long as they will serve but in most public offices rotation should be the rule. Like agitation in a body of water, rotation in politics is a great purifier.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

It is [illegible] restrictions [illegible] gard to choosing our officials into the statutes, but the people should have intelligence and virtue enough to use a wise discretion. The custom now is to re-elect and re-elect and re-elect everybody from the president down to the alderman; but the custom ought to be to re-elect nobody except for special cause. Re-election should not be considered a matter of course but an honor to be won by distinguished service. To disqualify all men alike, good, bad, and indifferent, for a re-election would be as great a folly as it is to fall into the habit of re-electing everybody. January 16th, we said on this subject: "Save in rare cases, for exceptional service, we think, no local official should be re-elected this spring. The city needs new men and new management. It is time for most of those who have been in charge of its affairs year after year to make way for others. We need a change. It may not be for the better; it cannot very well be for the worse. This is said in discharge of a conscientious duty, not with the idea that it will have any practical effect."

But this matter should be left to the discretion of the people, if the people have any discretion; and if they have no discretion they cannot expect good government under a republican system.

THERE is a new street railway company formed; and no doubt the new name is more convenient than the old one, and the new organization is better adapted than the old one to the expansion of the sphere of the company. These are points in which the public will be glad to acquiesce in the judgment of the gentlemen at the head of the company; but there is one point that occurs to us. The contract with the common council is not yet executed; and when executed with the newly organized company what will be the effect on the extension of the franchise? The contract runs for the "corporate existence" of the company. For the old company that meant until 1967. Will it mean for the new company until 1991?

Democrat and Chronicle

FEBRUARY 27, 1890.

The Contract Approved.

The executive committee of the Chamber of Commerce had a meeting yesterday afternoon and approved the contract between the city and the Rochester Railway Company. Besides L. P. Ross, who presided, there were present of the committee, A. S. Hamilton, George C. Buell, John Fahy, H. B. Hathaway, H. C. Brewster and W. C. Barry and R. A. Sibley, J. W. Butts, A. M. Lindsay and F. L. Durand, of the Chamber. Judge Danforth, counsel for the committee, was also present. John N. Beckley, representing the company, submitted the contract, duly executed by the company, complying with the provisions of the Common Counsel's resolution, and the document was approved by Judge Danforth. A resolution was then adopted to the effect that the contract as submitted to our attorney and approved by him, will be satisfactory to this body when it is approved by the city attorney and properly recorded and filed.

ROCHESTER MORNING HERALD

FEBRUARY 27, 1890.

NEXT Tuesday the Senate committee on cities will give a hearing on the application of Syracuse for permission to draw water from Skaneateles lake. It is to be noted that the new mayor of Syracuse pledged himself in his inaugural to continue the campaign for pure drinking water for that city on the lines so valiantly followed by his predecessor. Buffalo has a strange hallucination that this measure will result in damage to the Erie canal—though it may not be Buffalo so much as it is the elevator pirates of that city who live upon the life blood of the boatmen. The senate cities committee will be asked to act upon the evidence and that as presented before the canal board a year ago showed that Skaneateles lake furnishes water enough for both Syracuse and the canal.

The Executive Committee.

The executive committee of the chamber of commerce met yesterday afternoon for the consideration of street railway matters. Messrs. Ross, Hamilton, Buell, Amsden, Hathaway, Brewster, Barry and Fahy were in attendance. In addition, Hon. George F. Danforth, John N. Beckley, R. A. Sibley, A. M. Lindsay, F. L. Durand, and I. W. Butts were present by invitation. Mr. Beckley presented a form of acceptance of the contract with the city duly executed by the company. It was approved by Judge Danforth and by the committee. It will now be approved by the city attorney and properly recorded and filed.

ROCHESTER MORNING HERALD

COUNTRY ROAD LEGISLATION.

The [illegible] yesterday [illegible] before a sub-committee of the ways and means committee of the assembly on Tuesday of a committee from the Rochester chamber of commerce delegated to visit Albany in the interest of better country roads. We gave some time ago summaries of the highway bills that had been introduced into the legislature this winter and also spoke of Governor Hill's recommendations on the subject of improved country roads. It is therefore unnecessary for us to again consider at length the provisions of the proposed laws, but it will suffice to say that, in our judgment, neither was entirely satisfactory.

The Rochester committee reached the same conclusion and, after full consideration, submitted to the assembly committee the proposition that the bills now before that body be so amended as to practically adopt the governor's suggestion, which was that the state construct two first class, macadamized roads at right angles to each other through every county in the state. This, of itself, would give the state a magnificent system of roads over which one might drive from one end of the state to the other; and in addition to that it would prove an incentive to the people of the state to encourage legislation that would supplement the state system with other roads built and maintained in the same manner.

Messrs. McClintock and Hamilton of this city and Dr. Charles S. Butler of Buffalo ably presented to the committee the necessity for the proposed reform. They showed, as the HERALD has a thousand times, that bad roads are the cause of direct financial loss to the farmers who are obliged to drive over them, and that it would be money in the pockets of all concerned if a new and more scientific as well as liberal policy were adopted. State Engineer Bogart was present with a map showing the plan of the state roads and, according to his estimate, the system would cover about three thousand miles and, if the roads were sixteen feet wide and had six inches of macadam, would cost $3,000 per mile, or about $9,000,000 in all. These figures may startle some of our readers, but they are no really as appalling as they look.

First—New York state is an empire in territorial extent, is possessed of almost incalculable wealth and has no debt worth mentioning.

Secondly — The $9,000,000 needed would be paid by the state, after a popular vote authorizing it had been taken, so that the expense would be borne by city and country alike, seventy or seventy-five per cent. of it coming from the cities, the small remainder only being provided by the rural districts.

Thirdly—These millions of dollars would all be spent in the country and furnish employment for the hands, teams and utensils of the farmers, thus putting a considerable amount of funds where money is sorely needed.

Fourthly—The improved roads would be worth to both city and country ten times what they would cost. Farmers could nearly or quite double their loads to market during a portion of the year if they had decent roads to travel while taxpayers in the cities would find produce more available and reasonable on account of the existence of such roads and the trade of merchants would be immensely increased. The business of Rochester has suffered seriously this winter on account of the horrible country roads that surround the city and the absence of sleighing which usually helps both farmers and merchants over the bad season.

We hope Governor Hill's plan will be embodied in a bill to be reported from the committee of the assembly that has the matter in charge and that it will pass the legislature this winter so that it can be voted on by the people at next fall's election.

DISPATCHED MOULDERS.

Unable to Agree Upon a Contract, The Strike.

[illegible] which [illegible] yesterday in a strike. At the meeting of the moulders' union on the previous evening, it is said it was decided to order out the moulders in Galusha's foundry at once. There are about 30 men in that shop and it is said that none of them went to work yesterday. A HERALD reporter called at the office of the foundry yesterday afternoon, but Mr. Galusha declined flatly to tell whether any or all of his men had ceased work or to say anything at all about the matter.

At the Sill foundry it was stated that work for the season had not yet been begun and consequently the action of the men had not affected that company.

An officer of the Co-operative foundry said yesterday that no trouble was expected in that establishment. All of its moulders were working yesterday, 90 of the 125 floors being occupied. The employes are most of them union men. They are working under the terms of the old contract.

A member of the Moulders' union stated to a reporter that there are about three hundred moulders in the city and that nearly all of them are union men.

The present trouble grew out of an inability to decide upon a satisfactory contract. For five years past the moulders have worked under individual contracts. The company had the right to hire or discharge any man, whether a union man or not, and any employe had a right to leave the company's employ when he wished. The superintendent was to fix the price for new work, and if not satisfactory to the men the latter and the company were to name one man each as an arbitrator, by whom the difficulty was to be settled. The company retained 10 per cent. of each employe's wages as a security for the fulfillment of the contract, this sum being paid at the end of the year or when the employe left the company's service. This contract the moulders were unwilling to renew this year. They asked the employers to do away with the contract and promised not to strike during the year, but to settle all differences by arbitration. The price paid for work was to be the same as in 1889, unless there should be a general advance throughout the country. The employers, it is said, declined to accept the employes' proposition, although willing to strike out the clause relating to the withholding of 10 per cent. of the men's wages.

The Post-Express.

ROCHESTER, FRIDAY, FEBRUARY 7.

POINTS TO CONSIDER

It is probable that the contract between the common council and the street railway company will be put through at the meeting of the council on Monday evening; and the people should consider the terms of it with great care and make up their minds as to whether it embodies their will. This paper has spoken in plain terms in favor of a liberal policy with the street railroad company; but it has not said anything in approval of the proposed contract. It is difficult for an ordinary man to take in the meaning of a document of this sort; and indeed it may be difficult for the courts to construe it; and we confess that there are some points that we would like to have cleared up.

1. The proposed contract with the new street railway company is for and during its "corporate existence." What is the term of said corporate existence, and does this prevent any other company or corporation from building or competing?

2. Is there any provision for transfer tickets? These the company might issue now, but do not issue, and may not choose to issue hereafter.

3. Is there any provision requiring conductors?

4. Does this contract place the company beyond the reach of any ordinance of the common council?

5. Is the company required to pay a tax on its cars?

6. What per cent. of gross revenue is the company to pay to the city? In Buffalo, what seems to be the same company, has bid 11½ per cent. of its gross receipts on outside streets; and on the sum of $600,000, the estimated gross revenue of the company in this city for this year, that percentage would be $70,500.

7. Isn't this contract virtually a new grant of a franchise to this company for seventy-five years from 1892—without competition and without compensation of any kind?

We put these points in no captious spirit, but in the interest of a full and fair understanding of the bargain to be concluded. There should be no opportunity for doubt or discussion on any of these questions. The *Democrat and Chronicle* has said, after speaking approvingly of the details about poles, cross pieces, and wires: "Beyond these points it will be seen that the rights of the city are [illegible] cover every possible contingency in the interest of the city, and go to an extreme in binding the company to change the system now adopted whenever the common council may see fit to make the requirement in the future." The *Morning Herald* has said: "The decision of the committee is in favor of the proposed changes and, after a hasty first reading of the resolutions, we may say that they seem to carefully guard the interests of the city and the general public while making the needed concessions to the company." We are not yet ready to express approval so unqualified; and we submit frankly the grounds of our doubt, reiterating the opinion that the city ought to go to the very verge of risk in forwarding the improvements which this company is ready to undertake—but no farther.

NOT HIS IDEA AT ALL.

The *Democrat and Chronicle* of yesterday and the *Herald* of this morning in discussing a suggestion made by J. G. Cutler in the joint committee, set up a man of straw and attacked it very vigorously.

These papers seem to be so very eager for reform in the city government that they are disposed to oppose every proposition for reform that does not provide for a new charter with all the power put in the hands of the mayor. And as the people have voted down that proposition, and as it is essentially bad and might lead to worse government than we have now, our esteemed contemporaries are pretty safe in demanding that reform only and declaring that they will take nothing less. Does any one propose to create a small school board chosen on a general ticket in place of the present body with its contingent of jobbers and ward politicians? Oh no, we must not touch the board unless we can have a mayor to appoint the school commissioners. Does anybody propose to lift the common council partly out of the ruts of local politics by electing a small number of aldermen at large? Oh no, the present system must not be meddled with, unless we can have a mayor to appoint the aldermen at large. Does any body propose to free the water work's management from entangling alliances with executive board business and politics which have hampered the chief engineer for years in the administration of his department? On no, the executive board must not be curtailed of any authority whatever and nothing must be done to put the water works system into better shape, until we have a mayor to appoint the executive board and a chief engineer also. In a word, our esteemed contemporaries are so very eager for reform in the abstract that they seem to be against every attempt at practical and concrete reform.

We wish to remark, and our language is plain, that the official jobbers and the political heelers don't care a peck of refuse wheat for all the abstract reform from here to Kamschatka. A little bit of specific work like that which the investigating committee of the board of supervisors is doing with the help of Walter S. Hubbell, is what they dread.

What Mr. Cutler suggested on behalf of his associates from the Chamber of Commerce was not a transfer of the management of the water works from the executive board to the common council; and the morning papers had no good ground for assuming that his suggestion covered that ground. He argued, as we understood him, for a separate department; and the assumption that he argued for a transfer of power from the executive board to the common council looks as if it were made to throw discredit on the idea of a separate department. As a whole, the executive board ought to be better than the common council, and generally it is so, though its proceedings are less the subject of public observation and criticism. Therefore we would not favor further complications in our complicated city government by the shifting of any of its duties to the aldermen; but all the same, some of them, such as the care of the water works, might be shifted to other shoulders with advantage. As we said the other day, the defect is in the system. The executive board has too many things and too great a variety of thing to attend to; and if the truth were known it would probably be found that the multiplication of the duties of its members has led to the multiplication of the duties of the engineer of the water works, and that circumstances have compelled him to become in a measure their professional adviser in many directions. A curious illustration of the value of concentration in executive work is furnished in the history of the board itself. It is known that, in the division of labor, the care of the fire department has fallen almost exclusively for several years into the hands of one member of the board, and as a result it is admirably managed. That member knows every detail of it, and though not officially responsible for it more than his associates, is practically so. And whenever members of the board develop special aptitudes of this kind, it generally happens that the board of three members, caring for all the executive work of the city, becomes virtually three boards of one member each caring for a particular department. What Mr. Cutler proposed was simply to do by law with regard to the water works something akin to what the necessities of the case have already done in regard to some of the work of the board.

The Post-Express.

ROCHESTER, THURSDAY, FEB. 27.

M'CLINTOCK AT ALBANY.

Public Roads and Railroad Shipments Occupied His Attention.

Secretary McClintock said yesterday that his visit in company with H. H. Warner and A. S. Hamilton to Albany yesterday in the interest of better public roads would undoubtedly prove of benefit. As a result of this argument before the assembly committee, neither of the two bills now before the legislature will be passed.

Mr. McClintock also appeared before the railroad commission and requested that the Chamber of Commerce be furnished statistics about the movement of freight to and from Rochester. The request was taken under advisement by the commissioners.

Mr. McClintock examined the water storage maps in State Engineer Bogart's office and says they are finely executed.

ROCHESTER MORNING HERALD
FEBRUARY 28, 1890.

A PARTY BLIND SHEET.

The Rochester Union has from the first treated the city treasury and court house scandals as only an unscrupulous party-blind organ could. It is a thorough bigot in such cases and, like most bigots, cares naught for either truth or decency providing it can serve its own ends.

The Union has been very free in its denunciation of the city treasurer as a felon. We believe it has also been vituperating the HERALD and other parties because Mr. Davis has not been arrested and prosecuted. We suggest to the Union that if it wants to find the parties who are responsible for the liberty the ex-city treasurer now enjoys it will have to look on its blind side for them—in other words, to its own party majority in the common council and in the finance committee of that body. Let the Union show, if it can, that the democratic chairman of the finance committee and the democratic majority, both in the committee and in the council, are not accountable to the city of Rochester for the fact that not a single step has yet been taken towards punishing the city treasurer for his gross and criminal betrayal of a sacred trust.

There is another point on the Union's party-blind side to which we wish to call its attention. The Elmira Telegram charged last Sunday that Mr. Belknap, who was appointed by the democratic majority of the council lamp inspector in outrageous defiance of the civil service law and whose right to the place and its pay has been contested in the courts, was paid the whole or nearly all of his bill "long ago by Treasurer Davis." If this is true we suggest that the district attorney look into the matter and ascertain whether it is not one that should be brought to the attention of the grand jury. And while he is about it perhaps he will find that the money was paid on the order of the democratic city clerk and for the benefit of a democratic boss who was also one of Treasurer Davis' bondsmen and who, still further, is reputed to have been credited by the treasurer with the payment of taxes that have never been paid.

The Union will please observe that this paper is not trying to shield ex-Treasurer Davis or any other republican. But it is noticeable that the Union has heretofore tried to pettifog its own party friends out of all responsibility for what is wrong in the city government. We do not believe that paper dare hold any democratic official to account for either wrong doing or failing to bring wrong doers to justice. It is a party blind sheet and all of its recent outcries against republican officials are the sheerest hypocrisy and designed to drive the public off the track of democrats who are at least participants in the offenses it condemns.

Street Railway Contract Ratified.

John N. Beckley yesterday filed with City Clerk Sheridan a certified copy of the proceedings of the directors of the street railway company, held on Tuesday, at which the grant of the common council, with the conditions attached, giving the company power to substitute electricity for horse power, was accepted on the part of the company. With this was also filed a copy of the agreement, signed by President Mumford on behalf of the company, and approved by City Attorney Ernst.

City Treasury Matters.

George S. Riley yesterday paid his check for $10,800 for back taxes, and a deed was filed conveying the University avenue property back to him from John A. Davis and wife. This leaves a deficiency of about $21,000 now existing, considering the bond for $50,000 as paid.

COUNTRY ROADS.

PLENTY OF ROOM FOR IMPROVEMENT.

Movement on Foot to Make This Matter One for National Consideration and Remedy—Some Recent Legislative Measures.

The question of improving the system of the country roads of America is now being discussed by legislators, by men of science, by economists and others having a practical interest in public means for transportation. Some states have recently taken action in this matter, and others are considering measures with a view to securing the quickest and best results. Pennsylvania has a state commission at work, inquiring about the needs of the state and the best methods of reform. New Jersey adopted a new road law last year, providing for a uniformity in highway building under a state engineer.

In Tennessee the Vanderbilt university instructs free of charge one person from each county to supervise roads. During the present sessions of the legislatures bills will be presented in New York, Maryland, Ohio, Virginia and Rhode Island, and it is probable that some action will be taken in New Jersey and Massachusetts. A general awaking of interest throughout the country has been brought about largely by the efforts of the League of American Wheelmen, a national association of cyclists. Last year the league issued a little work entitled "Improvement of Highways," which discusses practical methods of making and repairing roads and gives the draft of a bill which, with some modifications, may be the basis for new legislation in the several states of the Union. The recommendations for new roads treat principally of some form of macadam, either for the whole road or for such portions of it as lie in places that cannot be thoroughly drained.

The bill which the wheelmen suggest in order to secure uniformity in the various states is substantially this:

Section 1 constitutes a highway district in each township not under municipal control. Section 2 provides for an overseer for each highway district. Sections 3, 4 and 5 define the duties of the overseer, who shall locate and open all public roads, and improve and repair the same. Sections 6 and 7 relate to sign boards. Sections 8 and 9 relate to the award of contracts. Section 15 provides for a tax levy, and section 16 relates to the method of apportioning and levying the same. Sections 19, 20 and 21 place all toll roads and bridges under the care of the district overseers, with power to compel the owners to repair them and also to close them whenever their condition is not according to the charter or laws governing them.

In the states where the agitation has taken hold various plans are under consideration. Last year a bill was before the Pennsylvania legislature providing for a uniform road tax of seven and one-half mills, to be raised in each county and expended under a county engineer. Not less than 40 per cent. of this tax must be expended in macadamizing or other other permanent improvement. According to this bill each county will be subdivided into districts under charge of a supervisor.

In Rhode Island the League of Wheelmen have prepared a bill, and Governor Ladd, in his last message, recommended a uniform road law, which "should seek not only to direct and control the proper construction and keeping of roads in the state, but in a measure should also control the laying out of roads, with a view to prevent their unnecessary and costly multiplication, and seek to secure a systematic network of highways for intertown communication."

The citizens of Rhode Island have formed a State Roads Improvement association, with the object of imparting public knowledge and interest concerning good roads, and to procure needed changes in legislation. This association petitioned the legislature to enact appropriate laws at the session for 1890.

Governor Hill in his last message referred to one of the plans under discussion in New York as follows:

> It has been suggested that the state should proceed to construct through every county two highways, running in different directions and intersecting each other in about the center of the county—such roads to form a part of a complete general system, those in each county to connect with those of adjoining counties, and to be known everywhere as state roads, constructed, cared for and maintained at the expense of the state at large, under the direction and supervision of the state engineer or surveyor or other competent authority to be designated. This system, when once completed, would enable a person to start from New York city, Albany or any other point, on foot or in carriage, and visit every county in the state without once leaving the state roads, thus insuring comfort, convenience, pleasure and speed. These roads should be macadamized or constructed of crushed stone or other suitable material, with proper culverts, good bridges, adequate drainage, watering troughs and sign boards, so as to compare favorably with the best country roads in other countries and existing highways could be utilized for this purpose so far as feasible.
>
> These state roads would not only prove of great convenience and vast advantage to the whole

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community, but they would serve as "object lessons" to the local authorities, the effect of which would necessarily tend to improve the ordinary town highways and prove of inestimable benefit.

It is not believed that the people of the cities of the state would object to this improvement, but that, on the contrary, they would hail it with pleasure, as during the summer months they flock to the country in large numbers and are deeply interested in all that concerns the material progress, development and prosperity of the rural districts.

In the early history of the state it was the custom to construct important public highways at general expense. The session laws from 1812 to 1831 contain many acts making liberal appropriations for such purposes; but after the building of our canals and railroads the practice was discontinued.

Our free canals are maintained at an expense of over a million dollars annually, and the state at various periods in its history has financially aided the construction of certain railroads. Some interior counties have been heard to complain, possibly not without some reason, that those improvements have not materially benefited their particular localities, but the plan here outlined would to some extent lighten the burdens to which they are now subjected, or at least tend to equalize them.

Another measure originating in New York is a bill sent to congress by the editor of The Rhinebeck Gazette. This is a national affair and provides for the improvement of country roads in the United States, at a cost of $100,000,000. The League of Wheelmen announce their intention of working up national legislation after securing appropriate action on the part of the states.

ROAD MAKING.

A Farmer of Galen Protests Against the Reform.

To the Editor of the Morning Herald:

I have been a regular subscriber for your paper for some five or six years, I don't need to tell you then, that in a general way I like it. Your large circulation is an evidence that there are a good many others with the same feeling. We regard it as a newsy paper, and in a general way fair, especially when it costs nothing to be fair. That is when your ideas of fairness do not conflict with those of the rich. Now, why not earn the gratitude of the many, the down trodden, by being their champion? The advantages might not be immediately apparent, but who knows the possibilities of the future? I am impelled to this line of thought by an article in yesterday's paper on "Country Roads." A. S. Hamilton is made to say that he had talked with many farmers, and they were all in favor of the plan of paying road tax in money instead of working it out, if that would be the means of getting good roads.

Now I am a farmer, and I know this subject of road making has been agitated the present winter as never before, in this section. I have found, or have heard of, barely one farmer who is not indignant at the idea of saddling an additional tax upon them in these hard times, for the purpose of benefiting the Pope bicycle manufacturing company, or of ministering to the pleasures of the rich who wish to have good roads upon which to air their trotters. I am positive that not one farmer in twenty, who understands the matter, will sanction in any way the proposed legislation, and if our legislators shall see fit to put such a burden upon us, simply because a few men of wealth demand it, they will very likely be obliged to look to the same source for help when they ask for re-election. The idea that this legislation is asked in the interest of the farmer is the veriest bosh, and I apprehend there are few farmers so green as to believe it.

Will you name one of these chamber of commerce men who you would dare to even think would be willing to be assessed one half the value of his property to further the cause of road making? And if not is not every such man a knave? When such men as H. H. Warner, John Fahy, and the like, as well as the MORNING HERALD, are ready to work in the interest of the tax burdened farmer by advocating an equal assessment of personal property then, and not till then will we be ready to talk of the proposed road legislation. When it is notorious that a very large proportion of the farmers of the state—some think a majority—are paying taxes on a good deal more than they are worth, is it any wonder that we are indignant at the gross selfishness that would grind us still lower?

A. WEED.

The Moulders' Strike.

There were no new developments in the moulders' strike at Galusha's foundry yesterday. The employers met in one of the most secluded of the chamber of commerce rooms in the afternoon. E. W. Peck of the Co-operative foundry, said to a HERALD reporter that "all was quiet on the Potomac." All the men were working at the Co-operative, he said, but Mr. Galusha's men were out. He had nothing to say regarding the employers' meeting and quickly retired to the council room.

To Be Re-stocked.

Monroe Green of the state fish hatcheries at Caledonia will leave this morning for lake Keuka, which he will re-stock with a large number of salmon trout and black bass. Mr. Green will begin at the Penn Yan end of the lake and distribute the little fish all through the lake.

FARMERS AND GOOD ROADS.

We publish in another column to-day the communication of a farmer on "Road Making," which probably represents the misapprehensions as well as the feelings of many other farmers. For particular correction of this misinformation we refer all who are deceived by it, including our correspondent, to the editorial on the road question in yesterday's MORNING HERALD. It will be seen from that that there is no intention to increase the burdens now resting too heavily on the farmers of this state, but rather to lighten them.

Should the proposed scheme be carried out the country people of the state would pay a very small proportion of the tax, while they would be more largely benefited than any other class of citizens. We ask our correspondent and all intelligent farmers if they are not sick of the horrible highways they have been compelled to travel over this winter and if they do not clearly see the need of an improved system of road building. Many of the people in the cities who are talking about the present method of making country roads and assessing farmers for the work, are thoroughly familiar with the question for the reason that at some time in their lives they have been ordered out to work on the roads themselves. They know just how much shirking and downright swindling attends the "working out" system. It is the most wasteful and costly scheme for making and repairing roads that could possibly be devised and we believe all enlightened farmers, as soon as they go to work to seriously study this question, will agree with us.

Instead of adopting an attitude of obstruction towards the proposed reform the farmers of this state will, we think, when they come to fully comprehend its scope and the equitable spirit in which it is to be carried out come to the front and do all they can to make it a success.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., FEB. 28, 1890.

An Indignant Citizen Speaks.

Editor Union and Advertiser:

About two weeks since this city was robbed of a large sum of money by her treasurer. The public, through an able expert, has been very clearly informed of just what sum of money was actually stolen; the treasury vaults are practically empty; the money stolen is not replaced; the defaulter is here and has openly declared that he "Would remain and that he would not commit suicide." To punish the one and reclaim the other not one step has been taken.

Is it not about time that something was said and said very plainly, and, more than that, that something was done, and done effectively, in this state of our municipal government?

The law officers who are specially charged with the clearly defined duty of punishing crimes and offenses against the statute have abundant information on which to act—nay, the evidence of malfeasances in office is of such common property and so clear that "he who runs may read"—so commonly known that no clearer case, for an indictment of a criminal and his trial thereon, could be made out.

Citizens of Rochester and tax payers, think of this!

You have the spectacle presented to you of your treasurer, robbing your treasury of nearly $100,000, and you are also asked to subscribe moneys to help out the embezzler and his friends. This is practically condoning the felonious offense.

An election is shortly to be held in this city. It would be well for the voters, if they will, to seriously consider whether it were well to return some of the men who are running for office.

Has it come to this, in this intelligent, and, to be presumed, upright city, that the most glaring offense against the statute for malversation in office can go unpunished—that her people, public officials and law officers, are so dumb and reluctant that no action can be taken?

CITIZEN.

Democrat and Chronicle

Canadian Canal Freights.

OTTAWA, Feb. 28.—An order in council has been passed fixing the tolls on wheat, barley, Indian corn, peas and rye passing through the Welland canal and St. Lawrence canal for Montreal and ports east of Montreal, at 2 cents per ton during the coming season. On grain intended for Canadian ports west of Montreal the full tolls of 20 cents per ton will be levied.

The Post-Express.
ROCHESTER, FRIDAY, FEBRUARY 28.

STATISTICS OF ROCHESTER.

Who Shall be Employed to Do the Work?

The question of the Rochester statistics in the next census is bothering a number of public-spirited citizens. Mayor Parsons has attended to this matter in previous censuses during his terms of office, but this time he has suggested that the Chamber of Commerce take charge of the work. The mayor is a member of the committee on statistics and publication of the chamber and the matter was brought up at a meeting of the committee. The result was that a memorial was introduced at the last meeting of the common council, praying for the appropriation of $250 to defray the expense of the preparation of the statistics. The aldermen did not act on the memorial on its presentation and it is thought by some, who are in a position to know, that the appropriation will not be made.

It is suggested that John Bower collect the information and that his services be paid by the Chamber of Commerce or by subscription from the business men.

ROCHESTER MORNING HERALD
MARCH 1, 1890.

Honeoye Valley Scheme.

The men interested in the proposed Honeoye Valley railroad have been negotiating with Messrs. Crouch and Otis for the purchase of the property known as the Island. Not being able to agree with those gentlemen as to what would be a proper compensation for the property, the officers of the company yesterday filed notice in the office of the county clerk that a commission would be asked for to arbitrate between the owners and the company. This would indicate that the Honeoye Valley company is in earnest and means to push through the enterprise that has so long been in contemplation.

A Gas Company's Monopoly.

ANNAPOLIS, Md., Feb. 28.—The bill granting a monopoly to the consolidated gas company in Baltimore for 15 years was passed in the house to-day. The bill grants to the gas company an exclusive right to manufacture gas in Baltimore for 15 years, the company to pay to the city $10,000 a year. The bill was passed in defiance of the protests of the people of Baltimore and against the wishes of the mayor and city council.

Democrat and Chronicle
MARCH 3, 1890.

WYOMING.

A Very Profitable Meeting of the Farmers' Alliance at Warsaw.

A meeting of the Farmers Alliance was heald at the Court House in Warsaw Saturday afternoon, Colonel A. B. Lawrence presiding in the absence of President Smallwood. The two questions discussed were, "What kind of men shall we farmers employ, and what wages shall we pay in consideration of the price of farm produce," and "What suggestions can be made whereby we may have better roads." Very interesting remarks were made upon both topics by F. C. Benedict, of Perry; Captain Murphy, of Pike; Mr. Bristol, of Warsaw; Augustus Taber, of Castile; W. W. Smallwood, B. B. Conable and Palmer Fargo, of Warsaw; Theodore and Charles Bucklame, of Perry; William Prentice, of Orangeville, and many others. The general sentiment was one approving the idea of paying road taxes in money, to be expended by an elected commission, the farmer having the option of working out his tax, his work to be under careful supervision. The bill now before the Legislature met with many objections. A resolution was passed giving the sentiment of the alliance "that the convicts in our state prisons should be employed at remunerative manual labor." A resolution was also passed in favor of selling to the general government the Erie canal, or in case that can't be done, of donating it, on condition that it be improved. F. C. Benedict, of Perry, read an interesting paper on "Some Mistakes of Our Dairymen and How They Can be Remedied," which was requested for publication. The next meeting will be held on the third Saturday of this month.

ROCHESTER MORNING HERALD
MONDAY, MARCH 3, 1890.

BETTER ROADS.

A Cattaraugus Farmer Believes Them Necessary.

To the Editor of the Morning Herald:

The HERALD of the 28th of last month has an article from a farmer against any change which looks to insuring better roads by levying a money tax or increasing taxes in any way. I take a very different view. And I think I have as good a right to speak as he, as I have always lived in a country town and been engaged until within a few years in farming and milling. It seems unreasonable for men to complain of taxes when used for the public benefit. From my experience and observation it seems money could not be put to better use than by improving roads. I think farmers would be penny wise and pound foolish if they should oppose the proposition of Governor Hill for the state to build as object lessons roads running in two directions through each county. I expected such a proposition would be impractical on account of the opposition of cities, which pay more than three-fourths the taxes. If cities want good roads to drive on in the country, and are willing to help build them, no man should object. If people didn't come to the country during the summer I think many would miss them some and miss the money they leave among us more yet. Everybody knows our roads are often impassable. We know, too, one-half the amount ostensibly taxed upon the people in the present method, on the basis of $1 per day, would give us much better roads if paid in money and applied by an enterprising commissioner.

Usually in western New York our winter roads are nearly impassable. Men who have wood or logs to draw, if they attempt to do so, use up horseflesh enough to pay three times what they are now assessed for road purposes. Every farmer who draws milk to factory or delivers to depot, if he will cipher it out, will find that he could well bear an additional sum for the improvement of summer roads, to say nothing about driving for pleasure, which for all is no small consideration. Another reason for road and other improvements is that it would draw labor from agriculture, which is now nearly broken down by over production.

WILLIAM HENRY.

Farmersville, March 1st.

The Post-Express.
ROCHESTER, MONDAY, MARCH 3.

City Treasury Matters.

Said Mr. Bower this morning regarding city treasury matters: "The deficiency has been reduced to about $70,000. All bills marked paid for the sake of accommodation by Mr. Davis have been charged back with interest in full. My report of the whole matter will be presented to the common council Wednesday night by Alderman Thayer. It is about completed now."

Capital Stock Paid In.

A certificate of the payment of $1,000,000 capital stock of the H. H. Warner company was filed this morning in the county clerk's office. It certified that this sum had been paid in and expended upon appliances for carrying on the business. The document is signed by H. H. Warner, J. Moreau Smith, John P. Palmer and John M. Ives.

ROCHESTER MORNING HERALD
TUESDAY, MARCH 4, 1890.

State Engineer's Report.

ALBANY, March 3.—The report of the state engineer and surveyor is very brief, and recites that seven locks of the Erie canal are now being lengthened, while seven of the Oswego have been lengthened and two others are under contract. This lengthening allows two boats to go through at a time, and allows them 14.09 miles additional travel that way on the Erie and 30.41 on the Oswego. The machinery for drawing boats into locks has been improved by putting iron frames in. Wire cables were tried but have not proved satisfactory. Some experiments in locking boats in and out of locks by use of water shows a gain in time. The greatest number of lockages has been 303. There are 12 lift bridges on the canals. The canals opened May 1st and closed December 1st. The total delay in navigation was 18 days, occasioned by seven breaks, an unusual number. An unusually wet spring, not allowing the banks to dry, was the cause. In regard to the Hudson river, the engineer says that unless vigorous methods are adopted by congress, the state will have to continue to make appropriations for deepening the channel. The improvement on the Champlain canal is of great benefit and should be continued. Not enough of money is appropriated, and unless more is given the Black river canal will go into decay. A special report upon the Genesee river's availability as a water supply will be presented. Tables of expenses follow, and the engineer asks that engineers fix the civil service examinations.

MUNICIPAL REFORM.

Chamber of Commerce to Discuss Charter Revision.

The board of trustees of the chamber of commerce held its monthly meeting last evening. There was a good attendance of the members. In the absence of President Ross, the first vice-president, H. C. Brewster, occupied the chair.

James M. Whitney and George W. Rafter were elected to membership in the chamber. The committee on public improvements submitted the report of its sub-committee which went to Albany to appear before a legislative committee in regard to the improvement of country roads. The committee also submitted the following resolution, which was adopted by the board:

Resolved, That this association approves of the improvement of public roads by the state as recommended in the message of the governor, and the legislative committee of this chamber is requested to give careful attention to the provisions of the bill about to be introduced in the legislature.

It was voted to allow the Rochester art club to hold its annual exhibition in the rooms of the chamber about June 1st.

A prolonged discussion took place among the trustees on the condition of municipal affairs, especially the subject of protecting party primaries. A resolution looking to some improvement in the management of caucuses was offered but was ruled out of order by the chair on account of its political character. An appeal was taken from this decision and the chair was sustained. It was voted, however, that an amended city charter should be the subject to be considered at the general meeting of the chamber next Monday evening. It was nearly eleven o'clock when the board adjourned.

The committee on public improvements held a meeting before the trustees' session. Beside receiving the report of the sub-committee before mentioned the subject of street cleaning was discussed. It is said that Rochester pays more for this work than other cities of its size. The committee will collect information about this matter.

Democrat and Chronicle
MARCH 4, 1890.

THE DEFICIT.

John A. Davis's Bondsmen Not in Accord—The Accountant's Report.

Yesterday, expert accountant, John Bower had completed his report as to the deficit in the cash of City Treasurer Davis which will be presented to the Common Council at its meeting to-morrow night. Nothing now remains to be done to it except correcting such mistakes as have crept into the type-writer's copy.

It is a voluminous and exhaustive document, which, if published in full, would occupy nearly three columns of the DEMOCRAT AND CHRONICLE, and traces the deficit from its beginning in the first year of Treasurer Davis's term of office down to the time of its discovery.

The actual amount of the deficit up to March 3d will be reported as $67,643.99. Of this amount advances for the account of the city amount to $6,866.66. Most of this amount will be included in the budget to be passed by the Common Council to-morrow night, leaving the actual amount of the loss to the tax-payers about $11,000 provided Treasurer Davis's bondsmen pay the full amount of their joint and several liability.

The report gives full credit to Alderman Thayer, chairman of the finance committee, for his prompt action on the discovery of the deficit and his exertions in the interests of the taxpayers since that time.

There will also be presented to the Common Council to-morrow evening a communication from the bondsmen of Mr. Davis in which they will ask for further time to settle.

This move on the part of the bondsmen has caused no little inquiry, for it is well known that the finance committee has already assured the bondsmen that if they would secure the amount for which they are liable they could have a year in which to settle. It has been generally understood that the reason why the bondsmen wanted further time was to enable them to sell the National Hotel property to advantage. The real reason for this desire for delay however is dissension among the bondsmen. It is learned on good authority that one of them has announced to his fellow-bondsmen that he could not pay his share of their liabilities, on account of financial inability.

One of his fellow-bondsmen last night said that the man in question had property to meet his share of the liability, as he had personally satisfied himself. He deprecated any public announcement of the actual position of affairs. Said he: "The public have no interest in all these details. All they want to know is that the bond will be paid in full. It will be. It is nothing to the taxpayers who pays it as long as it is paid and it will be paid."

CHAMBER OF COMMERCE.

Various Matters Considered by the Board of Trustees.

The Board of Trustees, executive committee and the committee on public improvements of the Chamber of Commerce, all held sessions yesterday. The Board of Trustees' meeting was held in the evening, and was largely attended. In the absence of President Ross, Vice-President Brewster presided. Among those present were: Hon. Frederick Cook, F. J. Amsden, W. C. Barry, J. E. Booth, George C. Buell, W. H. Gorsline, T. B. Griffith, J. W. Gillis, A. S. Hamilton, D. M. Hough, W. S. Kimball, R. M. Myers, Clinton Rogers and Secretary McClintock.

The committee on public improvements submitted the report of its sub-committee, which went to Albany in the interests of road improvements, and which it had adopted in the afternoon. The following resolution also submitted, was adopted:

"*Resolved*, That this association approves of the plan of improvement of the public roads of the state as recommended in the message of the Governor, and the legislative committee of this chamber is requested to give careful attention to the provisions of the bill about to be introduced in the Legislature."

The session of the committee lasted from 8 to 11 o'clock, and a large portion of the time was consumed in discussing municipal affairs, special attention being given to the question of how to protect primaries from fraud. A resolution, relative to taking action in that direction was offered, and caused much discussion. The chair, however, ruled the resolution out of order, and though an appeal was taken from the ruling, the chair was sustained. This discussion resulted in bringing forth a question for consideration at the monthly meeting of the Chamber Monday evening next—"Amended City Charter."

In the meeting of the committee on public improvements the question of cleaning the public streets was brought up, and measures were taken toward the collection of statistics as to the expense of street cleaning, etc., in other cities. A report will be made in this matter.

The Board of Trustees voted to grant the use of the rooms of the chamber to the art club for the spring exhibition.

The Post-Express.
ROCHESTER, TUESDAY, MARCH 4.

BOWER'S REPORT

FORECAST OF WHAT HE WILL SAY TO THE COMMON COUNCIL.

Talk With the Accountant—Why Efforts Were Made to Defer Publication of the Defalcation—The Davis Relief Fund.

The feature of the common council meeting to-morrow evening will be the report of Accountant John Bower on the condition of the city treasury. Mr. Bower refuses to make public any portion of the report until it is presented to the common council, but in conversation with a POST-EXPRESS reporter this morning he gave some inkling concerning its main features and other information concerning the events immediately following the defalcation.

"The actual deficit yesterday," said Mr. Bower, "was $67,643.99. Of this amount $6,866.66 is covered by overdrawn accounts. At one time there was a danger that the entire loss would fall upon the taxpayers. As nearly as I can determine, the defalcations cover a period of three or four years, and the bond was signed after Mr. Davis's last election to office. I have discovered, however, that when Mr. Davis made his annual reports to the common council the deficiency was apparently or actually made good. How this was done, or rather, my opinion of the way in which this was done, I shall explain to the common council to-morrow night and not before. The fact that it was done, in my opinion, makes the bondsmen responsible for the full amount of their bond."

"Is there any truth in the report that one or more of the bondsmen intend to shirk responsibility?"

"No, none. The only way in which such a rumor could have arisen is from the fact or the allegation that one of the bondsmen is financially unable to meet the demands upon him for his share of the bond. Which one of the bondsmen it is, it would not, of course, be right for me to say; but this state of affairs naturally complicates the situation. The bondsmen, as a whole, however, have from first to last expressed their determination to shoulder the responsibility without any attempt at dodging. They have sent a communication to the finance committee, which will be presented to the common council to-morrow evening, asking for further time. I understand that this will be granted, if sufficient security is furnished. The name of the bondsman who claims that he is not able to meet his share of the bond is attached to the petition along with the others."

"What has become of the fund to cover the $11,000 which the taxpayers will lose as matters now stand?"

"I understand that this sum now amounts to about $4,000. The subscription was started before all the facts came to light, and at first was liberally responded to, but, after the sympathy at first felt for Mr. Davis

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had worn off, subscriptions came in much more slowly, and I am inclined to doubt if very much more can be raised."

"Why was an effort made to prevent the publication of the matter?"

"There seems to be a general misapprehension on that score. There was no intention of keeping the matter from the public for more than a day or so. I would not consent to a longer delay though Mr. Davis, of course, would have liked to have been allowed sufficient time to do his best to make matters square and prevent the affair from appearing in the light of a defalcation. I would not consent to anything of that sort, however, and it was only at the request of the bondsmen who wanted time to look into matters and see what could be done before going before the public that I consented to remain silent for a few hours. The bondsmen and Mr. Davis were the only ones at all interested in keeping the matter from the public at all. Such a thing as that would have come out anyway."

INSPECTORS' REPORT

LARGE NUMBER OF FIRE-ESCAPES ERECTED HERE DURING THE YEAR.

What Inspector Schaubert Says of the Observance of the Factory Laws in This City—Accidents During the Year—Minors Employed.

The fourth annual report of the factory inspectors of the state is just issued. In his report for this district Deputy Inspector Schaubert says with regard to the employment of minors, that he had had but one complaint of a violation of the law regulating the hours. This was in a shoe factory on South St. Paul street, and he says he put a stop to it after it had proceeded two nights. His report continues:

Section 2 of the law is being so well obeyed in this district that I challenge any one to find a factory employing children which does not keep a record-book and certificates filed for all children between 14 and 16 years. The change of the law from 13 to 14 years has had a good effect in still further decreasing the number of children in the factories; the amendment has been approved by manufacturers generally. All acknowledge that 14 years is young enough for any child to enter a factory. The only fault-finding I have heard is to the effect that the law should prohibit the employment of children in stores as well as factories.

Section 4 of the law which prohibits the employment of children under the age of 16 years who cannot read and write simple sentences in the English language, has had a splendid effect in this district, as the manufacturers, in consequence, have used their influence to have night schools started in several parts of the district.

In the city of Rochester, where there was formerly one night school, known as a business college, there are at present six night schools, and they are so crowded that there must be more of them opened in the near future. In the city of Auburn the manufacturers also started such a movement, and if I have been rightly informed there have been two night schools opened within three months. In Hornellsville the manufacturers will do likewise, and so on. All see that by sending their children to night school three nights a week it will have a good effect. Everybody approves of this section of the law.

Section 8 of the law, which regulates well-holes, hoisting shafts and elevators, has given me more trouble than any other section of the act, because the manufacturers believed that anything that made their elevators safer than formerly would do and would be a compliance with the law. I objected to all arrangements put on elevators that were not trap or automatic doors.

With enforcing section 9, I have had but very little difficulty, as there is but little expense attached to a compliance with it. In many factories I have had hand-rails put on the stairs, and in some factories I had new stairs put in, thereby making the entrance to the factories more convenient and safer.

The manufacturers, the operatives and the public of Rochester in general, approve of the change in the fire-escape clause, as the Steam Gauge and Lantern works' fire on the 9th of November, 1888, gave terrible proof that the old law was useless as far as this section was concerned. The manufacturers, by that holocaust, have seen the necessity of putting up better fire-escapes.

The inspector gives a list of firms that have erected fire-escapes during the year, which includes 115 of Rochester's leading establishments. In these buildings 12,923 hands were employed. In addition to this several firms have put up iron bridges connecting one building with another, put on iron doors and taken other precautions for the escape of employees or against the spread of fire.

Other improvements are reported by the inspector, including the boxing up of belts and shaftings and guarding cogs, gearings, saws, planers, etc. He speaks of the improvements in regard to wash-rooms, closets and other sanitary conditions and adds that the number of accidents in factories this year is considerably smaller than that of a year ago.

Following is a list of the accidents in Rochester factories during the year: The list gives the date of the accident, the name of the person injured, the establishment where the accident occurred and the extent of the injury, in the order named:

December 18, 1888—Samuel Guenther, James Lockhart, killed.
January 3, 1889—Fred. Mayer, Cunningham's, sprained ankle.
January 3d—Thomas Coughlin, Cunningham's, burned about face.
January 9th—William Benfield, Vacuum oil works, head burned.
February 5th—Berry Young, Langslow, Fowler & Co., leg broken.
April 3d—George Deutsch, Stecher Lithograph Co., leg broken.
May 6th—William Hargarther, E. P. Reed & Co., fractured hip and ankle.
May 23d—John Mitchell, William Gleason, hand hurt.
May 28th—John Doolan, Bickford Brothers, loss of arm.
June 14th—August Berl, Ocorr & Co., thumb hurt.
June 29th—Henry Volkers, Yawman & Erbe, lost finger.
September 14th—Nellie Rheinhard, John Heron, leg broken.
October 9th—John Cappon, Graves & Son, arm broken.
November 15th—Rudolph Wagner, Peerless Co., hand cut.
November 16th—W. C. Miller, Ocorr & Co., fingers cut.
November 26th—Charles Hills, jr., cotton mill, fingers bruised.

According to the report the following Rochester firms observe the Saturday half-holiday: Cauffman & Dinkelspiel, clothing; A. C. Eastwood, fine shoes; W. H. Goodyear, fine shoes; Hatch & Co., fine shoes; J. Herschberg, clothing; A. J. Johnson, shoes; M. Kolb & Son, clothing; Karle Lithographing Co., lithographers; D. F. Lewis, paper boxes; Levy & Schwarz, clothing; Eugene McEntee, shoes; S. K. Newcomb, shoes; William Naylor, shoes; ... & Co., shoes; Rothschild, Hays & Co., clothing; Rosenberg & Blum, clothing; Henry Schwarz & Co., clothing; Wright & Peters, shoes; Weber, Sheil, Rosenbaum & Co., clothing.

According to the report there are 605 males and 367 females under the age of 16 years employed in Rochester factories. The names of 370 Rochester factories are mentioned in the report.

ROCHESTER MORNING HERALD

MARCH 5, 1890.

GOOD HIGHWAYS.

A FARMER WHO BELIEVES IN THEM.

But He Objects to the State System and Proposes a Substitute—Farmers Are Overburdened at Present.

To the Editor of the Morning Herald:

For some time past I have been much pleased to find you giving prominence to the question of improved highways in this state and also with the fairness exhibited in your editorials. There is no question but the roads, not only this winter, but every winter, cause heavy losses to the agriculturist and merchants in country villages. There is no dispute concerning the necessity for improved highways; but the first question is, for whom are the roads to be built? Undoubtedly the benefit will accrue to the farming communities first, and next to the merchants of the villages and cities. Providing this is the correct answer, what highways should be improved in order to give practical benefit to all parties concerned? With all due deference to the suggestion of Governor Hill and the opinion of the chamber of commerce committee, will the system of state roads, two at right angles in each county, meet the requirements? It is quite obvious they will not.

The method which would seem to meet the wants of both farmers and merchants better than this "state system" would be to commence operation at every village or city and improve every main road radiating from the place. And continue building on such roads until adjoining villages were united by a good highway, and good roads led out into the rural districts for five or six miles or more in every direction. If operations were commenced in this way, building short sections each year, both farmers and merchants would receive a constantly increasing benefit. By using bonds to run long periods of time the present generation need not be forced to pay the entire expense. This system certainly meets the requirements of the situation much better than the "state system," but if we can not have what we want let us get what we can.

While admitting the great necessity for this reform the financial side of the question should be carefully scrutinized by the rural taxpayer previous to adopting any system. The farmers of this state are badly discouraged, and feel unable to meet present obligations not to speak of an additional burden, even if it be only 25 or 30 per cent. of $9,000,000. The expense of the project is the principal objection with the farmer and it is a very reasonable one. It is reasonable because they can not afford to pay a heavier tax and because they should not until the burdens of taxation are more uniformly distributed. Quoting from a report made to a prominent gathering of taxpayers in Rochester on the 3d of last July I have the following:

Ten years ago the state debt was about $10,000,000. Last year it was substantially paid.
Then the taxes were $8,000,000. Last year about $12,000,000.
Then the rate was 2.6 mills per dollar. Last year it was 3.56 mills per dollar.
Then personal property paid more than one seventh of all the taxes. Last year personal property paid one tenth.
Then real estate was assessed at $2,376,000,000. Last year at $3,122,000,000.
Then personal property was assessed at $364,000,000. Last year at $346,000,000. A decrease of $18,000,000 in 10 years.

It is quite evident why farmers should not be burdened with higher taxes. From the same authority I find: "In the last annual report of the state controller to the legislature, made previous to last July, he says the actual value of the personal property in the state legally liable to taxation exceeds that of real estate. That being so, the startling fact is apparent that we have in the state to-day over $2,500,000,000 that is not, but ought to be, subject to taxation."

When adequate laws force personal property to pay its just share of tax, any good system of highway improvements will find favor with the rural taxpayer.

C. F. MACNAIR.

Rochester Power Company.

The certificate of incorporation of the Rochester power company was filed in the county clerk's office yesterday. This is the company that has purchased the Hydraulic property. The capital stock is $60,000, and the trustees are J. H. Hecht, J. B. Perkins and David Hays.

Democrat and Chronicle

MARCH 5, 1890.

FACTORY INSPECTORS.

What Deputy Inspector Schaubert Reports About This District.

The fourth annual report of the factory inspectors of the state is just issued. In his report for this district Deputy Inspector Schaubert says with regard to the employment of minors, that he had had but one complaint of a violation of the law regulating the hours. This was in a shoe factory on South St. Paul street, and he says he put a stop to it after it had proceeded two nights.

The report goes on to say that the law regarding the keeping of record books in factories where children are employed, is being obeyed. The change of the law from 13 to 14 years has had a good effect in still further decreasing the number of children in the factories; the amendment has been approved by manufacturers generally. All acknowledge that 14 years is young enough for any child to enter a factory. The only fault-finding heard is to the effect that the law should prohibit the employment of children in stores as well as factories. The law which prohibits the employment of children under the age of 16 years who cannot read and write simple sentences in the English language, has had a good effect in this district.

The inspector gives a list of firms that have erected fire escapes during the year, which includes 115 of Rochester's leading establishments. In these buildings 12,923 hands were employed. In addition to this several firms have put up iron bridges connecting one building with another, put on iron doors and taken other precautions for the escape of employes or against the spread of fire. Other improvements are reported by the inspector, including the boxing up of belts and shaftings and guarding cogs, gearings, saws, planers, etc. He speaks of the improvements in regard to wash-rooms, closets and other sanitary conditions, and adds that the number of accidents in factories this year is considerably smaller than that of a year ago.

According to the report the following Rochester manufacturing firms observe the Saturday half-holiday: Cauffman & Dinkelspiel, clothing; A. C. Eastwood, shoes; W. H. Goodger, fine shoes; Hatch & Co., shoes; J. Herschberg, clothing; A. J. Johnson, shoes; M. Kolb & Son, clothing; Karle Lithographing Company, lithographers; D. F. Lewis, paper boxes; Levi & Schwarz, clothing; Eugene McEntee, shoes; S. K. Newcomb, shoes; Rothschild, Hays & Co., clothing; Rosenberg & Blum, clothing; Henry Schwarz & Co., clothing; Wright & Peters, shoes; Weber, Sheil, Rosenbaum & Co., clothing.

The report also states that there are 605 males and 367 females under the age of 16 years employed in Rochester factories. The names of 370 Rochester factories are mentioned in the report.

Mechanic's Lien Discharged.

The mechanic's lien which was filed by Stephen N. Smith some time since, upon the magnificent new barns of Frank W. Hawley on his farm, recently purchased of the late Senator Jarvis Lord, in Pittsford, has been satisfied and discharged on record. In this connection it should be stated that the lien was filed, not because of any neglect or omission on the part of Mr. Hawley to perform his contract, but on account of a misunderstanding between the contractor and parties furnishing material. Mr. Hawley made the payments under the contract until the complication arose, and then he refused to proceed further until they were settled, hence the lien, which has now been discharged.

ROCHESTER CHAMBER OF COMMERCE.

ROCHESTER, *March 4th, 1890.*

DEAR SIR—

The Regular Monthly Meeting of the Chamber, will be held on Monday next, March 10th, at 8 P. M.

The subject for special consideration will be "A New Charter for the City of Rochester."

Very Respectfully Yours,

J. Y. McCLINTOCK, Sec'y.

LUNCH AS USUAL.

The Post-Express.

ROCHESTER, WEDNESDAY, MARCH 5.

Senator McNaughton a Busy Man.

SPECIAL TO THE POST-EXPRESS.

ALBANY, March 5.—Senator McNaughton was in his seat yesterday. He attended the hearing on the Skaneateles water bill yesterday afternoon and was very much fatigued last night. His legislative duties and his extensive correspondence give the senator but little time to rest but he is always glad to receive callers and to attend to all demands upon his time and good nature. Senator McNaughton was assured by the governor that the name of George F. Yeomans would be sent to the senate as that of his nominee for manager of the State Industrial school, but he was unable to reach it yesterday because of the press of other business.

Late Notes From the Capital.

SPECIAL TO THE POST-EXPRESS.

ALBANY, March 5.—Senator McNaughton's bill authorizing an appropriation of $75,000 for school buildings at Rochester passed the senate to-day.

George F. Yeoman was nominated and confirmed as a manager of the State Industrial school.

George C. Buell, Jr., and C. Brewster are here to secure a bridge across the aqueduct from the Beehive building to the alley east of Exchange street.

Professor McLean and J. A. Tozier, of Brockport, are here to urge an appropriation of $15,000 for additions, repairs and improvements to the normal school.

Mr. Courtney to-day introduced the bill to reimburse Rochester for the cost of swing bridges.

At the hearing on the salt bill this afternoon Mr. Johnson, of Wyoming, will oppose the bill which reduces tolls at Syracuse to to 5 mills per bushel and will argue that private corporations should be protected against subsidized industries.

The Syracuse Water Supply.

ALBANY, March 5.—The senate cities committee yesterday listened to arguments for three hours on Senator Hendricks's bill in which the city of Syracuse asks the permission of the legislature to use Skaneateles lake as a source of water supply. Ex-City Attorney Stone, of Syracuse, and Hon. William A. Beach and Mr. McClennan, of Syracuse, appeared in the interest of that city. The bill was opposed by R. C. Burch, of the New York Produce exchange, Hon. Franklin Edson, of New York, Senator Laughlin, Edward Gallagher, of Buffalo, and Assemblyman Sheehan.

Indiana Natural Gas for Chicago.

KOKOMO, Ind., March 5.—About a dozen leading natural gas companies, operating in the northern and eastern portions of Indiana, within the past few days combined their interests, forming an immense trust with an aggregate capital of $3,500,000. The trust will have control of nearly all the gas produced in the state, both developed and undeveloped. The amount of their leases at the present time is not far from 200,000 acres. The Chicago pipe line company, supposed to be the originator of the scheme, announces that it will begin immediately to lay its pipe line to that city.

ROCHESTER MORNING HERALD

MARCH 6, 1890.

JOHN BOWER'S REPORT.

Every tax payer in Rochester will be interested in reading the report of John Bower whose investigations as an accountant in the city treasury brought the defalcations in that office to light. Mr. Bower's report in full will be found in the HERALD this morning. It is, therefore, unnecessary for us to review it at length as we assume that the tax payers of this city will feel sufficiently interested to give it a careful reading. There are, however, a few points deserving special notice and one of these is Mr. Bower's assurance that Alderman Thayer, chairman of the council's finance committee, upon whom the duty of taking charge of the city treasury devolved when the treasurer retired, has acted throughout the history of this case "with great promptitude, energy and solicitude for the city's interests." Mr. Bower further gives assurance "that under the present temporary management of the city treasury, there will be no violations of the provisions of the city charter, either in letter or spirit. The very poor and indefensible plea of 'custom' for wrong doing is not countenanced in the treasurer's office, and, for once, at least, for a very brief period it may be, it will be demonstrated that laws are made to be enforced, and not ignored."

The city would have been fortunate could the "temporary management" have been made permanent. No arrangement could have afforded greater assurance of a wise and incorruptible administration in the treasury than that. We desire to say further, while considering this branch of the question, that every report that we have heard in addition to that of Mr. Bower's confirms his testimony regarding the skill, zeal and fidelity with which Alderman Thayer has handled his difficult and

...taining manner the system employed in the treasurer's office for concealing the fact of a deficiency. A notable feature of this case is the accuracy that has distinguished the book-keeping of the office while thousands of dollars belonging to the city were misappropriated. The accountant, in concluding his discussion of this matter, suggests methods that would tend to prevent a recurrence of the evils now receiving attention.

In one place in his report Mr. Bower says that "there can be no question now that the methods adopted for depleting the treasury have been going on for the past three or four years, at least." The trouble, therefore, is of an earlier origin than the public at first supposed. Among the methods thus referred to are the "vicious and utterly indefensible system of permitting overdrafts in the form of unearned salaries, unfinished contracts," etc., and the practice of remitting interest or penalties to delinquent taxpayers. These are thoroughly exposed in the report and condemned with unmeasured emphasis. The law should explicitly forbid the overdrafts defined above as, indeed, it does to directors in business corporations.

THAYER'S REPORT.

THE SITUATION IN THE CITY TREASURY.

Finance Committee Thankful that Matters are No Worse—John Bower's Statement—No Treasurer Elected—Charter Revision.

Democratic politicians swarmed in the City hall last evening, when the adjourned meeting of the common council was held. The fact that a city treasurer might be elected was the cause of this gathering of the leaders of the local democracy. Many of them moved about with a certain air of lassitude, as though they had been out late the night before, but they still possessed the air of victors. Postmaster Fleckenstein was on hand looking after his interests. But no action was taken on the matter of the appointment by the council. The democratic caucus met at five o'clock in the city clerk's office, but, after remaining in session over an hour, was unable to reach an agreement. Four candidates were voted for: Valentine Fleckenstein, H. D. McNaughton, Timothy B. Dempsey and Joseph Pool. On every ballot Mr. Fleckenstein had either 3 or 4 votes, while Mr. McNaughton's vote ranged from 2 to 4. Mr. Dempsey had 2 votes on each ballot, while Mr. Pool had generally 1 vote, but occasionally received 2. The caucus was reconvened soon after seven o'clock, and took several more ballots, but with no result. The total number of ballots taken was 35, and the last one stood Fleckenstein, 4; McNaughton, 2; Dempsey, 2; Pool, 1. By the caucus rule, 7 is necessary to a choice. Finally the caucus adjourned until eleven o'clock this morning.

When at five minutes to eight o'clock, the council meeting was finally called to order, the chamber was well filled with spectators. Alderman Bohrer was the only absentee. Aldermen Tracy, McMillan, Selye, Schroth and Kelly, the members of the board who were re-elected on Tuesday, received the congratulation of their friends. The first business of interest was the presentation of a petition from the Rochester female charitable society asking that a special committee of aldermen be appointed to confer with a committee from the society regarding the appointment of two women as city physicians. The law committee was designated to act as such committee. A communication from a committee of the Soldiers' relief association, asking for an additional appropriation for indigent veterans, was referred to the poor committee.

After the miscellaneous business had been disposed of, Alderman Thayer handed up the report of the finance committee in the matter of the defalcation in the city treasury. The reading of this important report was attentively listened to. It follows in full:

To the Honorable the Common Council:

GENTLEMEN: We beg to hand up herewith the report of Mr. John Bower, as examiner of the books and accounts of the city treasurer, John A. Davis. He was employed by the finance committee, and instructed to commence his examination from March, 1886, and to bring the same down to date. Mr. H. P. Langworthy had examined the books from March, 1888 to 1890, but the bondsmen of Mr. Davis were not satisfied, and we ordered an investigation to cover the latest possible period.

The result was: Books and entries correct; cash net short, $61,655.88. Mr. Davis, when confronted with the facts, handed in his resignation, which is appended to this report, and subject to your action. The chairman of the finance committee was authorized to act as treasurer until Mr. Davis' resignation was acted upon. He employed Mr. Bower to officiate in the office as his representative, which he is now doing.

Mr. Davis' bondsmen have been notified to settle their liabilities, and from them, through their counsel, we hand up herewith an answer to the demand, which is subject to your consideration and disposition. The bondsmen are James Foo, Samuel C. Steele, S. V. McDowell and Charles T. Crouch. The bond being joint as well as several, each as well as all of the sureties are liable for the full amount of fifty thousand dollars.

Over and above this amount there is a deficiency of $11,655.88, the recovery of which is a duty for your honorable body to perform as speedily as possible.

When Mr. Bower privately informed the chairman of the finance committee of the defalcation it was, on consultation, deemed best to keep the matter quiet, for a few days only, in order that, if possible, funds for reimbursement might be secured on collaterals that otherwise might be unduly depreciated in value.

Since the finance committee's chairman has been acting as treasurer, the pernicious "custom"—the puissant crime rather—of advancing moneys to employes, officers, departments and contractors, has ceased, and a diligent effort has been made to conduct the office according to law and the business methods of 1890.

Perhaps your honorable body will expect that the finance committee and the acting treasurer will be prepared, here and now, to make certain recommendations concerning the conduct of the affairs of this important office. If this conduct were the only defect in our municipal governmental affairs, we might have heart to address ourselves to it and commend certain reforms to your attention, but, as it is not, and as the public seems to apprehend the situation, and either cares nothing about it, or despairs of effecting a radical and permanent change in charter and custom and in the character of our official bodies, it seems a waste of time and vigor for your committee or your temporary treasurer to do more than to thank God that the matter is not any worse.

The affair, however, is sad and disheartening. It is not, we fear, a mere local defect, but rather is an evidence of a general, long continued and fatal disease. Its treatment, therefore, must be immediate, merciless, radical and revolutionary.

What method shall be pursued it is the province and pressing duty of your honorable board, acting at once under the impulse of public indignation, to determine, and we beg, therefore, to hand up a series of resolutions, and to ask thereon immediate and energetic action.

Appended to the report was Mr. Bower's report to the committee, the communication from the bondsmen, which has been already summarized in the HERALD, and the resignation of Mr. Davis. Following is Mr. Bower's report entire:

To the finance committee of the common council:

GENTLEMEN:—At your request, made known by your chairman, Alderman Thayer, I commenced, on December 18th last, an examination of the books and accounts in the treasurer's office, and of the annual reports made by the treasurer to the common council since the one for the year ending March 22, 1887, which report I then examined and had the pleasure of pronouncing entirely accurate. My instructions were to make a thorough examination of all matters connected with the business of the office, in all its departments, and to bring the investigation down to as late a date as might be deemed practicable.

Under such instructions I requested that the books be written up and balanced to the evening of Saturday, January 4, 1890, and that a full report, in the usual form, be prepared to the designated date. This matter being settled, I proceeded to make the examination in as thorough a manner as possible, and I feel warranted in saying that nothing was left undone that should have been done to secure the accuracy of any conclusion I might arrive at.

I might here enter into details to show how the work proceeded, but the above declaration, I trust, will be sufficient for present purposes, especially so, as some matters of recent painful public notoriety will demand more than ordinary space for their proper and necessary presentation, so that the people especially interested may have, in authentic form, all the facts in the case, so far as they have been revealed, or are capable of revelation, under present existing circumstances.

As preliminary thereto, however, it is right and just to say that the books in the office have been accurately kept in all departments of the city's business, as well as those in relation to Mount Hope, which is a distinct account.

In comparing accounts with the city's financial agents, the Union trust company of New York, or other departments, I find no errors; and, so far as the books are concerned, there is not the slightest evidence of any tampering with any accounts, or any misstatement of figures, or misplacement of them, for any special purpose or concealment.

Having determined these facts and proved their correctness by a ledger trial balance, it was time to make an inquiry concerning the very suspicious looking figures of $139,159.88, required to balance the accounts.

I say "suspicious" because the item "cash" at the top of the debit column in the city treasurer's report represents cash, or cash items, which is, or should be, in the treasurer's office—in other words, a sum independent of all cash to the city's credit deposited in banks or remitted to its financial agent in New York or elsewhere.

As is already well known, the inquiry for an exhibit of this cash brought matters to a crisis. It could not be produced, as I suspected it could not, but I deemed it not right to breathe a suspicion, even, that such was the case, until it was an established fact. As soon as it was thus established, I immediately telephoned Alderman H. G. Thayer, the chairman of the finance committee, that I wished an immediate interview with him on important city matters. He responded promptly, and, as soon as the disclosures were fully made to him of the situation of affairs, no time was lost in making the facts known to the treasurer's bondsmen. This was on Friday, February 14th. Waiving the narration of all immaterial events of the day, it was agreed that the evening should be directed to an examination of the so-called cash items and claims, so that the actual deficit might be known.

Accordingly, on that evening, the several bondsmen, Alderman Thayer, Mr. Davis, two or three clerks of the office, and myself, sat down to the work before us, with the final result that in the intermediate time between January 4th, when the balance sheet was struck, and the evening of February 14, the total deficiency was reduced to $101,871.98, of which amount $60,777.13 was unaccounted for; and, up to this writing no disclosure has been made, beyond mere surmise, to indicate, with any degree of certainty, where a large proportion of it has gone.

The unaccounted for amount cannot be reduced by any office receipts, but may be increased by the fact that some portion of the assets counted as good and collectable may not really prove such. At this date, March 3, 1890, the total above named has been reduced to $67,643.99, thus showing that besides the deficit there remains yet to be collected $6,865.66.

At this point in the narrative of events, it is only a simple act of justice that I should say that the chairman of the Finance committee, Alderman Thayer, has acted, from the time the deficiency disclosures were first made known to him, to the present date, with great promptitude, energy and solicitude for the city's interests. The finance committee, and the common council, as a body, I am sure need no evidence of this fact, but the general public, for whom I am writing as well as the council, cannot have had as I have the daily and constant proof that the above statement is only the simple truth. I may affirm also, that under the present temporary management of the city treasury, there will be no violation of the provisions of the city charter, either in letter or spirit. The very poor and indefensible plea of 'custom' for wrong doing is not now countenanced in the treasurer's office, and, for once, at least, for a very brief period it may be, it will be demonstrated that laws are made to be enforced, and not ignored.

Had the city charter, inadequate as it is in its provisions for securing the best interests of its citizens, been faithfully adhered to, many thousand dollars might have been annually saved to the taxpayers by strict compliance therewith. Some facts will be given in proof of this assertion; but such facts only as are pertinent to the purpose of this report, which is to simply tell the plain truth of the matters which the investigation has disclosed. It may show, also, to whom the results an evil practice may

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Historic Scrapbooks Collection

less, and to the means of suggesting some efficient corrective to prevent a recurrence of such events as the public are now deploring and denouncing.

There can be no question now that the methods adopted for depleting the treasury have been going on for the past three or four years, at least. The vicious and utterly indefensible system of permitting overdrafts in the form of unearned salaries, unfinished contracts, etc.—quite moderate at its first inception—has grown to such great magnitude, that it should be broken up at once by inflexible rule and unbending adherence to law. There was a time, many years ago, when deferring payments on a portion of tax bills and allowing overdrafts for small amounts was palliated, although known to be contrary to law, on plea that it was aiding poor taxpayers and others; and, inferentially, it was deemed right to do evil that good might come. But the time has long since passed, where such an excuse, poor as it was, can be pleaded for later year's practices; for the list of delinquent recipients of the treasurer's unlawful bounty, lately exposed to view, proves conclusively that it was not the poor and needy, with trifling exceptions, who received these favors at the public expense, but rather the grasping and greedy, and a certain class who seem to think a city treasury—in the city of Rochester, at least—is a sort of a free banking institution, where money is in abundance, and can be had for the asking, and that, too, without the necessity of paying a cent of interest.

A common practice of "paying taxes" on the part of the class referred to was as follows: If a property holder wanted to get rid of paying interest or penalties for nonpayment of taxes when due, all that seems to have been necessary was to hand in a check—say the last days of July, after which the 1 per cent. penalty per month commences—for the full amount of his tax bill, get the same receipted as paid and depart in peace. Or, it might be, that in place of a check the tax bill itself was retained as a voucher, and the same process gone through with. Such "payments" would be marked off on the roll as paid, entered on the books as cash received, and counted as cash on hand in making up balances, for months at a time. Finally, many such matters would be paid without the collection of a cent of interest or penalty. Within the past two weeks several hundred dollars have been received in settlements of the kind referred to that, it is safe to say, would not have been collected but for the occurrence of recent events.

It may as well be stated here, in this connection, for the benefit of whom it may concern, that no unpaid tax bills are now counted as cash items. Some seventeen hundred dollars for such "items" were properly disposed of the other day, and they do not now stand on the tax rolls marked as "paid."

But not the taxpaying class alone, officials, employes or contractors, have been favored as above described. Thousands of dollars of the city's money have been loaned to impecunious applicants, having no sort of claim for such favors, even on the fallacious grounds assumed by some others; and by the loose and unlawful practices referred to, and the abstraction of funds standing to-day as a delinquency, I am satisfied that the city has lost, in interest alone, and remitted penalties, not less than ten thousand dollars during the past two or three years.

Of course, as may be naturally inferred, the recent disclosures have led to an investigation of certain matters connected with the city treasury, and the treasurer, that the public have a right to be informed of; and, I, therefore, give in the following pages such additional facts, deductions and opinions as may, in part, at least, satisfy a proper inquiry, if they serve no other useful purpose.

In going over the ledger cash account from 1885, the beginning of Mr. Davis' first term, and taking off 10 or more balances in each year down to January 4, 1890, the general average of cash on hand—that is, cash that should have been in the treasurer's office—for each of said years, should have been, to use round numbers, as follows:

For the fiscal year of 1885-6	$18,000
For the fiscal year of 1886-7	27,000
For the fiscal year of 1887-8	63,000
For the fiscal year of 1888-9	71,000
For nine months of 1889-90	123,000

and for the six months preceding the striking of the balance, January 4, 1890, the average would amount to $143,000.

A very natural inquiry will here arise as to the methods adopted to decrease the debit cash balances to such comparatively small amounts as appear in the treasurer's annual reports; and especially so in view of the fact that the regular books of the office have been systematically and accurately kept—there being absolutely no errors. Every dollar of receipts from any and all sources arising from the city's proper business that was collected was duly entered in the journal and ledger, and vouchers are on hand for every dollar of disbursements made necessary by the city's legitimate business.

By reference to the annual reports referred to, it will be seen that in Mr. Davis' first report for the year ending March 22, 1886, the balance alluded to as being "comparatively small," was $6,872.24; on March 22, 1877, $10,357.72; on March 20, 1888, $8,658.26; March 20, 1889, $9,967.46; and, as already well known, the balance required January 4, 1890, was $139,159.84, of which sum $60,777.12 was an absolute deficit.

It is proper to add, in justification of the council's finance committees, that on each of the above named dates, from 1886 to 1889, inclusive, the cash balances required, as shown by the reports, and the ledger, were examined, and found to be as stated.

But notwithstanding the facts above stated, it will be found, on examining the ledger cash accounts, that previously to and succeeding the date of the annual reports, the cash balances called for were, of late years especially, much larger than at the dates of the reports. Take, for example, the report of March 20, 1889, the cash balance on hand was $9,967.46, and that sum was a correct transcript from the ledger. Twenty days previously, the balance called for was $86,332.29, and 26 days afterwards it had grown by degrees to $104,976.

But how was this kind of financiering managed? Substantially as follows, no doubt: During the month of March it would be perfectly well understood that the treasury vaults were bolted to all but legitimate claimants; and that all delinquent taxpayers and others to whom advances had been made for any purpose must pay up, or settle up in some way if only temporarily. Of course, also, from the finance budget passed previous to the date of the report, all overdrafts for salaries, etc., would be deducted from the amounts due to the parties therein mentioned who had been recipients of the treasurer's favors. The same deductions would be made for any advances to employes of the board of education on all orders drawn by that board; also on orders authorized to be drawn independently by the executive board.

In this way the cash balance required would be, or might be, reduced by some ten or fifteen thousand dollars; but any sum in default by means of abstractions of the city's funds could not be "fixed up" by any other means than by temporary or other loans, or by, in some way, replacing the amount unlawfully abstracted. In the case now being reviewed, Mr. Davis, no doubt, borrowed the funds to bridge over the critical period. Thus, for example, on March 18, 1889, there was deposited to the city's credit $24,194.74 in the Flour City national bank; $26,369.59 in the Traders' national bank, and on the following day $23,610.76 in the German American bank. The same night, March 19th, the books were balanced for the treasurer's annual report.

But from whom did this money come—not only this year but in other years—to cover up or conceal large and increasing defalcations? And was Mr. Davis alone interested in this concealment?

These are pertinent questions, the true answer to which might, or, perhaps, might not, disclose an interesting chapter in the history of machine legislation.

It will be seen, from what has been said above, that every time a yearly report was made by the treasurer the funds called for or required were on hand the night the books were balanced; and had the treasurer deceased, or decamped, within a few days of making such reports—during the past three years, at least—neither the city nor bondsmen would have lost a single dollar; but somebody would, it is very evident.

A very material inquiry may have arisen, namely: How were the moneys borrowed for these special occasions repaid? These were [illegible] ... amounts borrowed were ever returned. The process was this: In the cashier's department of the treasurer's office there was kept a large envelope in which to keep cash items so called, or memoranda—anything, in [illegible] ... of the envelope, and would henceforth, as long as necessary, count as cash; and so on until the whole amount borrowed had been returned. It was a sort of give-and-take account. All this kind of financiering never entered the books of the office. Good and correct bookkeeping could, and was, all done without any special knowledge of the above particulars. And said books finally did show, by balance-sheet proof, that calling or counting anything cash which is not cash must come to an end sometime.

Having in the preceding pages given all the material facts in the history of the case which has excited so much attention and comment, I will venture now to suggest that certain expedients can be devised for preventing a recurrence of recent deplorable developments; and these, too, by the exercise of powers now conferred on the common council. Section 88 of the charter, for example, provides that "the treasurer shall receive all the moneys belonging to the city, except as may be otherwise by this charter or other law expressly provided, and shall deposit and keep the same, as directed by the common council, and shall keep an account of all receipts and expenditures in such manner as the common council shall direct. He shall state monthly, and at the first regular meeting of the common council, each month, deliver to the clerk thereof, to be laid before the common council a just and true statement of the condition of the several funds in his charge on the day of such meeting of the common council, setting forth the exact balance then remaining in each fund, which statement shall be verified by the oath of said treasurer, and shall be filed by said clerk," etc.

By a strange oversight, it seems to me, this provision of the charter seems to have been construed as designed to prevent the overdrawing of any of the funds appropriated for the several departments of the city government. This is well enough in its way; but it is no protection whatever against unlawful abstractions of the city's moneys from the "funds" in charge of the treasurer denominated "cash," or cash account. A very large proportion of the treasurer's receipts does not come from the annual tax levy.

The monthly statement, then, should embrace "cash on hand," as shown by the ledger balance, and cash deposited in the several designated bank depositories to the city's credit.

With such provision in force, no abstractions by overdrafts, loans or other devices by which paper memoranda, or paper of any kind can be counted in as cash which does not represent cash, could possibly occur, as no treasurer could, under such a restrictive plan "fix up" his accounts monthly in the manner practiced to prepare for an annual statement. I will venture the assertion that if all overdrafts for any purpose are, in the future, strictly forbidden, or, in other words, if the city charter provisions or requirements are strictly enforced, there should never be cash on hand reported in any monthly statement to exceed from three to five thousand dollars. If the sum is reported greater, it will be time for the finance committee to investigate the matter. In this connection, I will repeat what I have said before, namely, that it must be borne in mind that "cash," or cash on hand, as shown by the treasurer's ledger means only cash that is, or should be, in the treasurer's office—not deposited elsewhere.

In addition to the section above quoted, section 40 gives additional warrant, if any is needed, for the enforcement of some such plan as I have indicated for the better protection of the city's financial interests, for that provides that "the common council shall have the management and control of the fiscal and prudential affairs of the city," etc.

There are still several other ways which can be devised or employed in the absence of a charter adapted to the requirements of a large and growing city, to prevent the recurrence of recent events and give better, if not almost perfect, protection to the city treasury; but as I have discussed these matters with your chairman, Alderman Thayer, I will not now further consider them. Respectfully submitted,

March 3, 1890. JOHN BOWER.

To the finance committee of the common council:

GENTLEMEN: In addition to the report on the condition of the city treasury in its several departments, and that of Mount Hope, under the charge of commissioners, made by me two days ago, I have now to add a brief supplement to state that the examinations have been brought down to the close of business of this day—5th instant—and that the report which will be presented herewith, may be accepted as an absolutely correct statement of the true condition of the city's business and financial affairs at the date hereof; also those of Mount Hope.

I may add that I have obtained the certificates of all the bank officials in the city of the amounts standing to the credit of the city or Mount Hope commissioners, and that they all agree with the ledger balances in the books of the treasurer's office. I may also add that after a careful examination of the remaining claims against individuals or parties for advances made them by the treasurer, it is almost certain such claims will not all be collected. Taking Mr. Davis' estimate of their value, the actual defalcation, as it stands to-day, is $61,633.88.

Respectfully submitted,
JOHN BOWER.

March 5, 1890.

Immediately after the reading of the report and the subjoined resignation of John A. Davis as city treasurer, Alderman Thayer moved that the resignation be accepted. This was done and then Mr. Thayer moved that the council meet at eleven o'clock this morning to elect a successor to Mr. Davis. This was also agreed to. The chairman of the finance committee then sent up a number of resolutions, which were read one by one, by the clerk. They are as follows:

Resolved, That the resignation of John A. Davis as city treasurer be and the same is hereby accepted at once, and that this council proceed to elect a fit person to fill out his unexpired term.

Resolved, That the report of John Bower be and the same is hereby received, filed and published; that the thanks of this board be tendered to Mr. Bower for his faithful and radical investigation of the treasury affairs, and that his employment to represent the treasurer, pro tempore, be and the same is hereby approved.

Resolved, That the recommendation of John Bower, made in his report, that section 88 of the charter be so construed as to require that "cash" and funds in the city's depositories be reported by the treasurer in his monthly statements, in the same manner as other funds are reported.

Resolved, That the finance committee be and it is hereby instructed to proceed, as speedily as is reasonably expedient, in effecting a settlement with the late Treasurer Davis and the city, and with the bondsmen of said Davis and the city of Rochester, demanding full idemnification from said Davis, and all lawful indemnification from the bondsmen of said Davis.

Resolved, That on and after March 5, 1890, the city treasurer be, and he hereby is, required, before he shall enter upon his office, as such, execute and file with the mayor a bond, in the penal sum of one hundred thousand dollars, with good and sufficient sureties, approved by the mayor, in writing thereon, one of whom shall be the Fidelity and Casualty company of New York, and which bond shall be conditioned for the faithful performance of all his duties as treasurer, and of all duties imposed upon him by law, in respect to the money, property and affairs of the city of Rochester and which bond shall be duly acknowledged, or proved, so as to entitle it to be read in evidence, and to be recorded in the Monroe county clerk's office; and that the city pay the insurance premium of said company thereon, from the contingent fund, and that the amount, so paid, be charged to city treasury of- [illegible] from time to time, or [illegible] and it is further

Resolved, That the city clerk, upon whose warrant all bills, audited and passed by this common council, are paid, be, and he hereby is required, on and after April 1, 1890, to [illegible] clerk insurance expense, and that the company, so insuring the city against loss, be, and it hereby is, required to make a written annual report, by March 31st, of each year, beginning March 31, 1891, and as much oftener as this common council may order.

Resolved, That the mayor be, and he hereby is respectfully requested to require that the bonds of the city treasurer and the city clerk be signed by the Fidelity and Casualty company, as provided in the preceding resolution relative thereto.

Resolved, That the president of the common council, the mayor of the city of Rochester, the president of the chamber of commerce, L. P. Ross, and Messrs. William Purcell, Charles E. Fitch, Joseph O'Connor, Samuel H. Lowe, William See, Herman Pfaffin, Charles P. Woodruff, Dr. E. H. Makk and Senator McNaughton be, and they hereby are requested to act as a special committee to name for the approval of this council a charter revision committee of citizens, to consist of not less than ten nor more than twenty members, none of whom shall be paid employes or officials of the city or county; said charter revision committee to serve without pay; to report a fully elaborated charter, for submission to popular vote at the charter election in March, 1891; said committee to have authority to employ a secretary at not more than $800, and a stenographer at such terms as may be agreed upon, and hereafter approved by this board; their place of meeting shall be the common council chamber, and their sessions shall be open to public attendance, unless, for prudential reasons, they shall, for any meeting, specifically vote to the contrary.

In speaking on the fifth resolution, Alderman Selye said that the amount of insurance named was totally inadequate. Every bank in Rochester, he said, was insured against its own president. He moved that the amount of the bond be $200,000 instead of $100,000. On the motion of Alderman Kelly, however, Alderman Selye's amendment was laid on the table until the meeting at eleven o'clock this morning.

Alderman Selye also spoke on the resolution providing for a charter revision committee. He objected to making the revision committee one embracing no aldermen in its membership. "We are the people," asserted the alderman. "Let this committee of outside citizens be simply advisory to us." He wanted five aldermen to act as the charter revision committee instead of 20 citizens. This didn't suit Alderman Thayer, who offered the original resolution, and he wanted to withdraw it rather than have it altered as proposed by Alderman Selye. Objection was made, however, and the withdrawal was not made. Then Alderman Selye's amendment—to the effect that the main committee be of aldermen and that the 20 citizens be advisory to them—was adopted, after which the resolution, as amended, was adopted. Aldermen Selye, Kelly, Fee, McMillan and Judson were later named as the charter revision committee.

With the exceptions noted, all of the resolutions were adopted as printed above.

The finance budget for February was adopted. The final report of City Treasurer Davis was then handed up. It is a bulky mass of manuscript, and is undoubtedly Mr. Davis' last official communication to the council.

The Smith street Medina stone improvement controversy came up, when the mayor's veto of the ordinance was read. Several residents of the street spoke on the subject. Finally the ordinance was carried over the mayor's veto by a vote of 13 to 2, Aldermen Sullivan and McMillan voting in the negative.

Considerable routine business was transacted, and then the following first ordinances were adopted: Sweeping Alexander street, $306; Plymouth avenue and Cottage street sewer, $9,300; Baldwin street extension.

Final ordinances were disposed of as follows: Ries park plank walk, adopted; Cottage street grading and plank walk, adopted; Fourth street sewer, adopted; Emerson and Sherman streets pipe sewer, postponed four weeks; Haag's alley improvement and sewer, adopted; Jay street Medina stone improvement, adopted; sprinkling Lake avenue, indefinitely postponed; Taylor street extension, indefinitely postponed; Lyell avenue improvement, indefinitely postponed; Cleveland street macadam improvement, adopted; Harris avenue cement walks, postponed until second regular meeting in April; Elm park pipe sewer, postponed four weeks; Elm park macadam improvement, postponed four weeks.

Millard T. Morse was elected inspector of election in the Second ward.

Engineer Buck was authorized to prepare plans for the new Platt street bridge at a compensation of $1,000.

Alderman McMillan was added to Alderman Selye's special committee on canal bridges, in order that he may press the Caledonia avenue bridge matter at Albany.

The Lawyers' co-operative publishing company's assessment on personal property was reduced from $50,000 to $25,000.

City Attorney Ernst was directed to appeal to the court of appeals from the order declaring the city's case abandoned in the Peck civil service litigation.

Alderman Selye, at the request of Alderman Thayer, who had left the chamber, moved the reconsideration of the charter revision committee resolution. This was done, and then the alderman from the Ninth immediately moved the re-adoption of the resolution as modified by his amendment. This motion was also adopted. This curious proceeding was taken by Alderman Selye, in order, he explained, to clear Alderman Thayer from all responsibility for the resolution as it now stands.

A resolution was offered authorizing John Bower to collect special information relating to Rochester for the United States census of 1890 at a remuneration of $250. After some discussion the resolution was withdrawn. The finance committee will look into

[illegible] A communication from the park commissioners asking for the appointment of a special committee to confer with the committee of the commissioners in relation to the project of extending the city boundaries. The committee was designated to do the duty and also to prepare an act for presentation to the legislature, so that the bill can be presented in time.

It was nearly ten o'clock when the board adjourned. It will meet again at eleven o'clock this morning, when another endeavor to elect a city treasurer will be made. On Friday at 2 P. M. the aldermen will meet as a board of canvassers.

Circuit Court

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., MARCH 6, 1890.

CITY TREASURER'S BOND.

Copy of a Document Which is Now of Interest.

Following is a copy of Treasurer Davis' bond, taken from the records in the County Clerk's office:

Bond of City Treasurer, John A. Davis et al., to the City of Rochester.

Know all men by these presents, that we John A. Davis of the City of Rochester, county of Monroe and State of New York, as principal, and Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, all of Rochester, N. Y., as sureties of said John A. Davis, are held and firmly bound unto the city of Rochester in the sum of fifty thousand ($50,000) dollars, for the payment of which well and truly to be made, unto the city of Rochester, we find ourselves, our heirs, executors or administrators, jointly and severally, firmly by these presents.

Sealed with our seals and dated the first day of April, one thousand eight hundred and eighty-nine.

The condition of this obligation is such, that whereas, the said John A. Davis has been elected to the office of Treasurer of said city, and has duly qualified as such treasurer, by reason whereof, divers sums of money, goods and chattels and other things, the property of said city will come into his hands. Now, therefore, if the said John A. Davis shall well and truly and faithfully perform all of his duties as such treasurer, and all the duties imposed upon him by law, in respect to the money, property and affairs of the said city as such Treasurer; and if the said John A. Davis, his executors or administrators, at the expiration of his office or whenever duly required so to do by said city, upon request to him or them made, shall make or give unto said city of Rochester a just and true account of all such sum or sums of money, goods, chattels and other things as have come into his hands as Treasurer aforesaid, and shall pay and deliver over to his successor in office, or any other person duly authorized to receive the same, all such balances, sums of money, goods and chattels and other things which shall be in his hands, and due by him to the said city of Rochester, and if the said John A. Davis shall well and truly and faithfully, in all things, serve the city of Rochester in the capacity of Treasurer aforesaid, during his continuance in office; and if the said John A. Davis shall indemnify and save harmless the said city of Rochester from any and all loss or damage caused by any negligent act or omission on his part as such treasurer then this obligation to be void, otherwise to remain in full force and virtue.

JOHN A. DAVIS, [L. S.]
S. V. MCDOWELL, [L. S.]
JAMES FEE, [L. S.]
SAMUEL C. STEELE, [L. S.]
CHARLES T. CROUCH. [L. S.]

STATE OF NEW YORK, County of Monroe, City of Rochester, ss: On this 3d day of May, 1889, before me personally appeared John A. Davis, Simon V. McDonald, James Fee, Samuel C. Steele and Charles T. Crouch, to me personally known to be the persons who subscribed to the foregoing instrument, and they severally acknowledge the execution of said instrument.

EDWIN A. MEDCALF,
Notary Public, Monroe County, N. Y.

STATE OF NEW YORK, County of Monroe, City of Rochester, ss: Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, being duly sworn and subscribed, each for himself, deposes and says: That he is a freeholder of the county of Monroe and is worth in property not exempt from levy and sale on execution, over and above all his debts and liabilities, the amount set opposite his name as follows:

S. V. McDowell	$15,000
James Fee	15,000
Samuel C. Steele	15,000
Charles T. Crouch	10,000

Sworn to before me this 3rd day of May, 1889.
[L. S.] EDWIN A. MEDCALF,
Notary Public, Monroe Co., N. Y.

Approved as to form May 14, 1889.
HENRY J. SULLIVAN,
First Assistant City Attorney.

Approved this 14th day of May, 1889.
CORNELIUS R. PARSONS, Mayor.

A true copy of the original record May 31, 1889, at 4:55 p. m., and ex'd.
WILLIAM OLIVER, Clerk.

ROCHESTERIANS AT ALBANY.

Gentlemen Interested in Improving the Roads of the State.

Last night Secretary McClintock and Henry C. Brewster of the Chamber of Commerce left for Albany, where they will meet this afternoon a sub-committee of the Ways and Means Committee of the Assembly. Other delegates will be in attendance, and the purpose of this meeting is to advance interest in the improvement of country roads through the State. Only a few days ago Secretary McClintock, Arthur S. Hamilton and H. H. Warner of the Chamber of Commerce, and Charles S. Butler of Buffalo, chairman of the committee of the League American Wheelmen on improvement of highways, made a visit to Albany on a similar errand. Mr. Butler, in writing to the UNION on the result of his trip, has the following to say:

Editor Union and Advertiser:

With reference to the hearing before the Ways and Means Committee at Albany on the subject of road legislation, it is impossible to tell just what the results will be. I believe, however, that it will have the effect of placing the whole question upon a higher plane and in the end giving to the State a law which will begin a thorough system of scientific road construction and repair. It is a great question and no step, so important as legislation, should be taken without the most careful consideration. Viewed from every possible standpoint, the suggestions contained in the Governor's last annual message, seem the wisest to adopt, as being the most promising of definite results; and those followed in a year or two with a plan similar to that embraced in the De Peyster bill, will give to the State a thorough and competent system upon which to construct and maintain its highways.

CHARLES S. BUTLER.

Arthur S. Hamilton, W. C. Barry, H. H. Warner, Secretary McClintock, Henry Brewster and many other prominent business men of the city favored Gov. Hill's plan of constructing State roads, two in [illegible] through each county in the state. The committee recommended that the bills now before the Assembly committee be amended so as to embody Gov. Hill's plans. In company with Senator McNaughton the Rochester committee called on Gov. Hill and had a long and very gratifying interview in regard to the betterment of the roads. He apparently seemed pleased that the Rochesterians endorsed his plans and manifested much interest in the matter. The committee also met State Engineer Bogart, who showed them a map giving the plan of the State roads. It is thought that the system of State roads would cover 3,000 miles.

The Post-Express.

ROCHESTER, THURSDAY, MARCH 6

Entered at the Post-office at Rochester, N. Y., a Second Class Mail Matter

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DANIEL T. HUNT, Secretary.
Nos. 14 and 16 Mill street, Rochester, N. Y.

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Subscribers failing to receive the POST-EXPRESS promptly and regularly, will confer a favor by reporting the fact at the business office.

A SIMPLE RECOMMENDATION.

The able report of John Bower gives a graphic description of the method of doing business in the city treasurer's office; and it is plain that affairs there were managed very loosely, even in cases where no actual dishonesty was contemplated and no loss to the city resulted.

The remedy proposed by Mr. Bower provides that the treasurer in reporting "cash" on hand should report both the cash in the office and that placed in the banks designated for the deposit of city money. This is a simple device and the common council has adopted it.

THE QUESTION OF BONDING.

The bondsmen of the former city treasurer have asked for time in making a settlement with the city, and the common council has passed a resolution instructing the finance committee to proceed, "as speedily as is reasonably expedient," in effecting a settlement, demanding full indemnification.

The council also considered last night and may decide this morning a policy in regard to bonding the city treasurer hereafter. It was proposed by the finance committee to fix the amount of the bonds at $100,000, of which $25,000 should be in the Fidelity and Casualty company of New York. The idea is that a company of this kind will be so vigilant on business grounds to prevent defalcation that its bond is especially valuable.

We are by no means clear that an elective public officer ought to be bonded at all. There is something incongruous in the idea of electing a man to take care of the city's funds and then asking that he give bonds not to steal. The people choose a treasurer and ask private individuals to guaranty his good character. We are disposed to think that when the people elect a man to take care of their money they ought to stand the loss if he doesn't know enough to take care of it or is not honest enough to take care of it. They ought to be made to face responsibility for their own acts. Of course this does not affect the obligation of the law as it is.

In a word we should so arrange things that a treasurer cannot very well steal, and then we should elect a treasurer who will not steal. And when our precautions fail we should foot the bills.

ROCHESTER MORNING HERALD

MARCH 7, 1890.

A WATER BILL

BRINGS SENATOR LAUGHLIN TO HIS FEET.

He Won't Have a Dram Taken from Skaneateles Lake—Novel Excise Measure—Capitol Commissioner Perry's Salary.

Special dispatch to the Morning Herald.

ALBANY, March 6.—John Y. McClintock, H. L. Brewster and George W. Rafter are here looking after the proposition relative to storing the Genesee water. John A. C. Wright is also here.

There was quite an excitement in the senate this morning over the report of the committee on cities favorable to the Skaneateles water bill, introduced by Senator Hendricks. The senator is chairman of the committee and he had great pleasure in reporting his own bill favorably. This stirred up Senator Laughlin, who is supposed to back the canal interests of the state, to oppose the report vigorously. There was a long duel of words between the two senators over a motion of Mr. Laughlin to refer the bill back to the committee on cities for a hearing. Finally a sort of compromise was adopted by which it was arranged on Thursday afternoon next there shall be a joint meeting of the senate committee on cities in the senate chamber, and that there will be a further hearing upon the bill.

For some years past Capitol Commissioner Perry has been in the habit of charging a percentage on plans which he has made for state buildings. A late instance is the new insane asylum at Ogdensburg. Although such charges are usual among architects, yet it has been thought that, considering the capitol commissioner is an officer of the state, it was hardly fair to charge the state for the furnishing of plans. In order to do no injustice to Mr. Perry, therefore, a bill was introduced by Mr. Fish to-day increasing his salary from $7,500 to $10,000, and requiring that he should hereafter make no charges for furnishing such plans.

A very unique excise bill was introduced in the assembly to-day by Mr. King of New York. It creates an excise department of the state with three commissioners, each to be nominated by the state committees of the democrats, republicans and prohibitionists respectively, appointed by the governor and confirmed by the senate. The introducer of the bill is not at all satisfied with its provisions; and if it amounts to anything in the future it must certainly be amended in many important respects. M.

STATE CARE OF INSANE.

A Letter from the Late Dr. Anderson to Senator McNaughton.

FAIRHAVEN, Vt., Nov. 11, 1889.

DEAR SIR—In connection with a large proportion of our fellow citizens, I have been deeply interested in the effort to secure state care of the insane poor in the place of the present system of care by the counties. It is well known to those who have given attention to the general subject of pauperism, that the principal improvements in the New York system of care for the dependent classes, which have taken place in the last twenty years, have resulted from the assumption of that duty by the state in place of that heretofore exercised by the counties. When the state board of charities was organized, the commissioners found that children, idiots and insane were quite generally cared for in the county poor houses in a mass, and that great evil and suffering arose in consequence. Vicious and idle poor families, being permitted to take their children with them to the county poor houses, were found to be quite willing to take up a residence in them either permanently or during the winter months. Thus their children formed their associations with the poor house, lost their self respect and ultimately took on the habits and tendencies of their parents and associates in poor house life.

Idiots, children and grown up men and women were found in considerable numbers in the county houses, and their associations were the cause of disgusting immoralities, and often of the birth of second generations of illegitimate children likely to be idiots by the law of heredity.

Large numbers also of insane paupers were found in these county poor houses suffering from filthiness, inadequate rooms, and want of intelligent care. The experience of the commissioners and their secretary in the examination of these classes of dependent poor led them at once to make efforts to replace the county by state care in the cases of children and insane, and to secure a special asylum for idiot women. These efforts were vigorously resisted at first, and it was only after some years of effort in generating a healthy public opinion in the counties, that these classes of dependents were taken from the poor houses by state laws, and placed in appropriate asylums. An exception to this state action was made in the case of counties, which had erected in connection with poor houses special buildings the insane, and provided for them something like adequate attendance and medical care. But these exceptions to universal state care of the insane have not been productive of the results hoped for. The care of the insane in these excepted counties, though an improvement on the old poor house accommodation, has not been satisfactory. This has not resulted from any want of fidelity on the part of those in charge, but from these patients being identified to a limited extent with the sane inmates of the poor house; from inadequate and ill-arranged buildings; from insufficient attendance and small provision for air and exercise. Most of these difficulties have arisen from failure on the part of supervisors to make appropriations large enough to meet the expense of proper accommodations and care. This deficiency of appropriations is in many counties accompanied by frequent changes in administration of superintendents and keepers. With this also is associated the desire to control contracts for supplies and a certain small amount of patronage which a change of system would remove from the county and put into the hands of state officials. When we compare the best of these excepted asylums with the state asylum at Ovid, the superiority of the state institution is marked in almost every particular. In respect to facilities for ventilation, exercise and separation of patients exhibiting various phases of disease, the superiority of the Ovid institution is marked and evident. On account of the compulsory residence of insane paupers for two years in one of the state asylums for recent cases of insanity, those transferred to county houses without being essentially improved, are rated by the county officers as incurable; and it is assumed by these officers that all the agencies and facilities for the care of insane persons generally are useless and need not be provided for. This assumption on the part of the county authorities and the persons in care of the patients furnishes a certain excuse for the omission of those energetic measures to effect a cure which ought to be constantly employed in every asylum. If given the same humane and proper treatment, county care will cost more than state care. Thirteen years' experience on the State board of charities has led me to the decided conviction that the interest of the state, as well as every consideration of benevolence, should lead our legislature to abolish the present county system and replace it by a comprehensive state system of which the institution at Ovid serves as a worthy and successful illustration.

Yours truly,
M. B. ANDERSON.

Hon. Donald McNaughton, senator Twenty-ninth district, Rochester, N. Y.

MACADAM ROADS.

SOME INTERESTING FACTS ABOUT THEM.

How to Construct Foundations and Top Surfaces—Extracts from Competent Authorities on This Subject.

A roadway made with small pieces of stone firmly set in place is called a macadam road. There are many methods of construction, and the variations are chiefly in the foundation. A macadam top may be placed upon a common dirt foundation, but the best macadam roads are built with a stone foundation. The method of constructing such a road is given in the following extract from the treatise of Mr. Clemens Herschel, printed in the book on "Improvement of Highways," published by the League of American Wheelmen:

"The true principle of roadmaking consists in giving every road two component parts; one—the foundation—to be solid, unyielding, porous and of large material; the other—the top surface—to be made up of lighter material, bound compactly and evenly over the rough foundation.

"The roads of this kind, with macadam for the top surface, are called Telford roads by English writers, from Telford, who first built them in England. The Central park 'gravel roads' belong under this head, gravel taking the place of the *macadam* of the Telford roads. *These foundation roads are of far greater importance* than any other kind for state, county or town roads, also for parks and driveways. The top surface of all these roads must have a certain inclination to cause efficient surface drainage. Various authorities give various rules for the amount of this inclination or side slope. It would seem just that it should depend on the nature of the top covering, being less or more solid than for looser or softer materials, and also on the grade of the road.

"In Baden, one of the smaller German states, but which is worthy to be taken as a model in matters of road building, and in France, the rise at the center is given as 1-40 to 1-60 of the width of the road, according to the nature of the material; that is, inclinations of 1 in 20 and 1 in 30. The rules in Prussia prescribe inclinations of 1 in 24 for roads falling more than 4 in a hundred; and 1 in 18 for roads on a grade of between 2 and 4 in a hundred; and 1 in 12 for those in a grade of less than 2 in a hundred. When first built the center should be made some four inches too high to allow for after settling.

HALF OF CROSS SECTION.

"If the stone for the foundation—for which most anything will do, and that kind should be taken which is cheapest to procure—happens to be got out cheapest in larger pieces than the above dimensions, it will do no harm. This foundation course is sometimes set so as to present an inclination on top, and the cover then put on of a uniform thickness over the whole breadth. This is perhaps best, but is somewhat more expensive. It will do, in nearly all cases, to set the foundation course on a level, or as near so as the stones will allow, and then make the top crowning, by making the covering say three-quarters of an inch or an inch less thick at the edges than in the center. The stones forming the foundation should not be set in rows, nor ever laid on their flat sides, but set up on edge and made to break joints as much as possible; that is, set up irregularly. After they are set up, the points that project above the general level may be broken off, and the interstices generally filled up with small stone.

"More or less care and work are necessary in this part of the operation according to the importance of the road and the depth and character of the material used for the top covering. To roll the road at this stage is to be recommended; afterwards it becomes a requisite. The point never to be lost sight of is that this foundation course must remain porous, must be pervious to water, so that all rain water that shall soak through the top covering will find through it means of escape to the ground underneath; thence, according to the nature of the subsoil, it is left either to soak into the ground or must be further led away by appropriate drains."

Another authority in the same work, writing upon the top surface for a stone road, says:

"Experience has shown that while six inches may be a sufficient depth for light travel, twelve to eighteen inches are necessary if heavy loads must be carried at all seasons of the year. For country macadam roads the limits would be between six and twelve inches, according to the character of the subsoil. For the thorough construction of macadam roads the stones are now crushed by machinery and then rolled with steam road rollers of ten to fifteen tons weight. The weight of the roller per square inch on the bear-

RNING HERALD, FRIDAY.

[illegible] surface should be equal to the [illegible] which [illegible] roads. [illegible] of the best character is wanted, engineering skill and experience are requisite, but the general methods may be briefly stated, so that wherever bad sloughs need filling up [illegible] may [illegible] immediately. The [illegible] should be [illegible] out to the required width and depth, the larger stones should then be selected and firmly packed together across the foundation in irregular courses, in the general form of a street pavement. They should all rest on their flattest or broadest surfaces, and the thin or jagged edges upward. The interstices or spaces should be closely filled up with chips and the whole layer be well rammed or rolled into a solid mass.

"On top of this place a layer of finely broken stone of the thickness requisite to bring the surface to grade, with a good crown in the center. This should be rolled until the whole mass is firmly bound together, and then covered with sharp gravel or fine screenings of broken stones of sufficient depth to bed and bind the layer of broken stone. In the future maintenance of such a road the most important point is to prevent the formation of ruts, by keeping the surface so uniformly even that there will be no inducement for travel to follow beaten tracks. The cost of the macadam structure precludes its use on country roads, except in occasional bad spots where stone is necessary."

A NEW CITY TREASURER.

After caucusing upon the matter the democratic majority of the common council elected Valentine Fleckenstein to the office of city treasurer in place of John A. Davis, resigned. The candidates for caucus indorsement were Mr. Fleckenstein, Frank S. Upton, James H. Pool and ex-County Clerk McNaughton. Among those who have any acquaintance with city affairs the election of the former was regarded as inevitable. It was understood some time ago that he had received the indorsement which is regarded as final in the estimation of the majority in the board of aldermen.

The new treasurer is well known as the retiring postmaster of this city. Fortune has strangely favored him, providing most unexpectedly a nice, soft place for him to fall into on his reluctant departure from the postmastership. We but do him simple justice when we say that he fully appreciates the smiling kindness of the fickle goddess as well as the material assistance rendered by her agents in the common council. We hope City Treasurer Fleckenstein will escape the snares and temptations that wrecked the official record of his predecessor; but, if they come in his way, we hope he may have the stamina to turn his back upon them. He will be fortunate if he succeed in carrying out the policy that has been in force in the city treasurer's office since John Bower, under the direction of the chairman of the council's finance committee, had charge of that office.

Country Roads Again.

Secretary McClintock of the chamber of commerce and Henry C. Brewster appeared before a sub-committee of the ways and means committee at Albany yesterday. The object of the meeting was to hear the views of representatives of different sections of the state on country road legislation. It will be remembered that Secretary McClintock went to Albany a short time ago on a similar errand, accompanied by Messrs. A. S. Hamilton and H. H. Warner, together with Charles S. Butler of Buffalo, who represented the League of American Wheelmen. Most of the Rochesterians who have looked into the subject indorse Governor Hill's plan of constructing two macadamized state roads in each county in the state at right angles to each other. It is thought that his plan would include 3,000 miles of highway.

Talking About Better Roads.

The farmers hereabouts are seriously considering the subject of road making and it has been the topic of frequent talks and discussions of late. It is asserted that good macadamized roads will increase the value of farm property about $4 an acre, while the cost will be much less than that in every instance. Some of the more progressive farmers favor a plan of having the town purchase a stone crusher and operate it, the stone to be furnished for the hauling, and then furnish each pathmaster with all the crushed stone desired.—Palmyra Democrat.

Union & Adv 6th

A communication was received from the Chamber of Commerce executive committee asking an appropriation of $250 to procure information for the United States census. A resolution was offered by Ald. Thayer providing for the employment of John Bower to furnish the statistics. Ald. Kelly opposed the resolution, saying in his opinion the council had no authority to expend money in this way. The opinion of City Attorney Ernst was asked and was to the effect that it would be illegal for the city to make the appropriation, as the census work is being done under the federal government and is outside the power of the city government. The resolution was accordingly withdrawn by the mover.

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MARCH 7, 1890.

EULOGIZING DR. ANDERSON

Mr. McNaughton's Eloquent Tribute in the Senate.

A VERY GRACEFUL ENCOMIUM

The Dead Educator's Humanity and His Interest in the Bill for State Care of the Insane Referred to—The National Guard.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, March 6.—During the session of the Senate this morning Senator McNaughton arose to a question of privilege in order to pay an eloquent tribute to the memory of the late Dr. Martin B. Anderson, of Rochester. A letter written by him to Mr. McNaughton just before his death warmly favoring the bill for the state care of the pauper and indigent insane was sent to the desk and read by the clerk, for the information of the Senate. It was ordered printed in the journal.

In referring to Dr. Anderson, Senator McNaughton said:

"Mr. President, not a senator in this circle but is familiar with the public character and services of the late President Anderson, so long identified with the University of Rochester. As an educator and instructor his fame is world wide. Those who knew him best recognize the fact in addition to his great learning, his qualification, naturally, and his culture, experience and study as a teacher he interested himself in the great problems relating to the care of the unfortunate, helpless and afflicted.

"His great heart beat warmly for his fellow beings, for all humanity, and especially for the helpless and those who are bereft of reason. Their cause he made his own, and many years of his life were spent in a study of the best methods for their maintenance and suitable care.

"Last fall, when it became evident his life was drawing to a close; when his hold upon earthly things was fast loosening—indeed, when he stood upon the brink of the river we must all cross so soon, remembering the helpless ones for whom he had done so much, he addressed to me a letter on the question of care of the insane, expressing in his usual clear and convincing manner his views as his last utterance on a subject of public interest. It is to my mind fit and proper that I submit the communication at this time to the Senate for consideration, and before a vote is taken on the bill to which it relates (state care of the insane). Mr. President, I ask that the clerk read the letter, and that it be published in the Senate journal."

Senator McNaughten's bill enlarging the culvert under the Erie canal at Medina and appropriating $10,000 therefor will be favorably reported by the Senate canal committee.

J. Y. McClintock, secretary of the Rochester Chamber of Commerce, H. C. Brewster, vice-president of that body, and George W. Rafter, also of Rochester, are in the city, and this afternoon attended the hearing on the bills looking to the establishment of a state highway commission, which they strongly favor.

Another matter which interests them during their stay in Albany is an examination of the progress being made by State Engineer and Surveyor Bogart with his report on his extensive surveys of the Genesee river, as authorized by Senator McNaughton's resolution of last winter. The state engineer did the work very thoroughly, and when his report is completed it will be found brimful of valuable information for residents of Rochester and vicinity.

Representatives of the Western New York salt interests, particularly from Wyoming county, appeared yesterday afternoon before the ways and means committee to oppose Mr. White's bill in relation to the Onondaga salt springs. Assemblymen Miller, Davis and Johnson spoke against the measure, which they claimed was particularly harmful to the salt industry outside of Onondaga county. The bill provides among other things that hereafter the duties on salt water, furnished by the state, or from private wells of individuals or corporations sunk on the Onondaga salt springs reservation, shall be one-half of one cent per statute bushel of salt made.

The opponents of the bill claim that under the present law there is a deficiency of over $10,000 in the conduct of the salt springs reservation, and that this bill reduces the amount to be paid for the use of the lands and brine just one-half, if taken from the reservation. If taken from outside the reservation it would result in a reduction down to two mills on the bushel, instead of one cent, as at present. The opponents of the bill further hold that if the current expenses of the reservation are not reduced there will soon be a deficiency of over $50,000, on the basis of last year's production.

About a New Charter.

The regular monthly meeting of the chamber of commerce will be held on Monday evening. The topic for special discussion will be "A New Charter for the city of Rochester." The subject is likely to prove a particularly interesting one, in view of the common council's action looking toward the revision of the ancient document which now serves as a charter.

The Post-Express.
ROCHESTER, FRIDAY, MARCH 7.

THE CHARTER REVISION PROJECT.

To clear any personal consideration out of the way, as preliminary to giving an opinion on the project for charter revision, it may be well to say that the editor of this paper will ask to be excused from taking any part in appointing an advisory committee, to act as a sort of tender to the common council committe in discussing charter revision.

After this introductory statement there will be no impropriety in saying that the common council, in its action Wednesday, seemed to assume that the charter belonged altogether to the aldermen and that no one could have a right to suggest any amendment of it without aldermanic sanction. And this assumption is ridiculous. While it is natural that the common council should have representatives on any committee for the discussion of charter revision, there is no reason whatever that a committee of that body should be made final judges as to what shape the results of that discussion should take. We are not aware that the aldermen have any prerogative in the premises. They are not elected to make charters or constitutions, but to act under the law as it stands.

City's Interests Neglected.

Said a prominent city official this morning: "There is something connected with the city treasury matter that seems to have escaped general attention. The bondsmen of Mr. Davis are liable for $50,000 of the deficiency, but the city will lose the $10,000 over this amount unless Mr. Davis's friends make good this deficiency. Now, what the mayor should have done immediately was to have notified the city attorney to attach Mr. Davis's property for a sufficient amount to secure the city for the deficiency above the amount covered by the bond. In the event of the mayor's neglect to do this it was the duty of the finance committee to take such action. Owing to the neglect of these city officials the bondsmen were permitted to take Mr. Davis's property to make them good while the city's interests remained unprotected."

"What security has the city for the city treasury deficiency over the amount of Mr. Davis's bond?" asked a reporter of Alderman Thayer this morning.

"None at all," replied the alderman.

"Then, unless Mr. Davis's friends make good that amount, about $10,000, the city will lose it?"

"It certainly looks that way."

"In case the bondsmen of Mr. Davis give security for the payment of their liability within a year, they will be required to pay interest on the full amount, will they not?"

"Certainly. I am going to have a meeting of the finance committee this afternoon and ask the city attorney to be present. The bondsmen will then be required to come to some definite terms of settlement. The bondsmen may want to settle right up with cash payments to avoid paying interest."

Wanted in Buffalo.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH 7, 1890.

ABOUT CHARTER REVISION.

If the Rochester Democrat be really sincere in professing a desire for charter revision, it should be less captious and censorious in dealing with propositions looking to the initiative made by the Common Council. While the UNION always dissented, and now dissents, from the theory that it is the peculiar province, or any province at all, of the Common Council, a creature of the charter, to take exclusive control, and direction, and disposition, of all propositions of amendment, it nevertheless sees no objection to action by the Aldermen that contemplates the co-operation of private citizens and final submission to vote of the people. There is no more "politics" in the committee of Aldermen appointed to take the initiative, Ald. Selye, Kelly, Fee, M'Millan and Judson, than in the President of the Common Council, the Mayor of the city, the President of the Chamber of Commerce, Senator M'Naughton, the editor of the Rochester Democrat, and the several other persons mentioned in the original resolution of Ald. Thayer, which appears to meet our contemporary's approval. Let us see what this committee of Aldermen propose and what they do before condemning them. So far as the UNION is concerned, it is in favor of a revision of the charter and a number of needed and radical changes, and will advocate or oppose such revision when made upon its merits regardless of the Common Council, or of any other body, or of any person. While the right of any citizen or number of citizens to originate, propose, and ask the Legislature to adopt amendments to the charter, is equal to the right of any other citizen or number of citizens, be they in the Common Council or out of it, to do the same things, it is best, when all are well-disposed, as we believe is now [illegible] [illegible] see those who are anxious [illegible] draw their lines before

ROCHESTER MORNING HERALD
MARCH 8, 1890.

STATE ROADS.

SECRETARY McCLINTOCK'S TRIP TO ALBANY.

Prospects for Legislation—Aldermen Invited to the Charter Revision Meeting—Lower Interest Opposed.

Secretary McClintock of the chamber of commerce has returned from Albany, where he went on Thursday, in company with Henry C. Brewster. To a HERALD reporter yesterday afternoon Mr. McClintock gave an account of the hearing before a sub-committee of the assembly ways and means committee on the subject or country roads. Mr. McClintock says that the whole matter has been narrowed down to the question of whether the improvements to the highways shall be made at state expense or constitute a tax upon the locality benefited. Naturally enough, the farmers of the state are not willing to have their burdens increased by a town or county tax for the construction of macadamized highways.

The hearing on Thursday was upon the Coggeshall-Rhodes bill and the De Puyster bill, both of which have the local taxation feature. The wheelmen of the state favor the De Puyster measure, but the friends of both these proposed acts have arrived at a compromise regarding details. Another bill, more in harmony with Governor Hill's views, has been introduced by Senator Richardson. As it had not been printed it could not be considered at the meeting and the hearing was accordingly adjourned for one week.

In Mr. McClintock's opinion, this bill has a better chance of passing than either of the others. It provides for a state loan of $10,000,000, of which $2,000,000 shall be immediately available as an appropriation to commence the work. The proposition to borrow this sum is to be submitted to the people. In case their verdict be a favorable one a commission is to be appointed by the governor and confirmed by the senate to carry out the project. This commission is to consist of two members from each of the leading political parties. Each county is to have two state roads. The general direction of one of these roads shall be east and west and of the other north and south, forming a continuous system of highways crossing the state in both directions. The work is to be done by contract under the general supervision of the state engineer and surveyor. The plan is a comprehensive one and the Rochester men, who have investigated it, are confident that it is the best one yet devised.

Committee Meetings.

Both the executive committee and the legislative committee of the chamber of commerce met yesterday afternoon and discussed a number of important subjects, including charter revision. This is the topic for general discussion at the monthly meeting of the chamber on Monday evening. The members of both committees united in an invitation to the charter revision committee of the common council to attend the meeting. The gentlemen who framed the new charter for Rochester several years ago will also be invited.

The executive committee instructed the secretary to raise by subscription the amount needed for the collection of statistics about Rochester for the census. This will do away with the necessity of an appropriation by the common council. It was also decided to call a special meeting of the board of trustees at 7.15 P. M. on Monday. The main object of this meeting is to consider the bill now before the legislature reducing the legal rate of interest from 6 per cent. to 5 per cent. It is probable that the chamber of commerce will send a committee to Albany to oppose this bill.

The legislative committee voted to recommend to the chamber on Monday evening that steps be taken to secure the replacing of Rochester under the Cantor street railway bill, making it obligatory upon municipalities to let street railway franchises to the highest bidder.

See page 101 & 2 about the city charter

Democrat and Chronicle
MARCH 8, 1890.

STREET RAILWAY MATTERS.

Mr. Aldridge Offers an Important Resolution in the Executive Board.

At yesterday's meeting of the Executive Board the following resolution relative to street railway matters, offered by Mr. Aldridge was adopted:

By Mr. Aldridge—Resolved, That the consent and permission of the Executive Board of the city of Rochester be, and the same hereby is, granted to the Rochester City & Brighton Railroad Company to construct, establish, maintain, operate and use the overhead single trolly electric system of motive power, so-called, in the operation of its cars in and on each and all of the streets, avenues and public places in the city of Rochester in, along, through or upon which said company has constructed, and is now maintaining and operating a street surface railroad, and to construct, set, lay, maintain and use the poles, wires, appliances and such electrical appliances and apparatus to make the necessary underground and surface alterations, and to place material in and on said streets, avenues and places for such purpose, but, at all times, subject to the following conditions:

First—Said company, its successor and assigns, shall not have the right to construct, or to operate, said electric railroad in or along any street, avenue or place, aforesaid, until the requisite consent of the property owners thereon, and the consent of the Board of Railroad Commissioners of the State of New York, shall be obtained, as required by law, nor shall any sewer, or lateral sewer, water pipe, or lateral water pipe, or other public underground conduit, be interfered with, without consent first being had, in each individual instance, from this Board.

Second—All surplus street materials remaining after the construction of said railroad or making the change thereto as aforesaid, or any part thereof, as aforesaid, shall be removed from the street, avenue or place, wherever such material shall be, by said company, at its own expense, to the place, or places, designated by this board, from time to time, and, in case of the failure to promptly remove said material, as aforesaid, then the same may be removed by said Board, at said company's expense.

Third—This Board shall have the right to appoint such number of inspectors as shall from time to time be deemed by it to be necessary or proper, as such work progresses, upon any and all of said work, to supervise and inspect the same, and the wages of such inspectors, at any and all times, shall be borne and paid by said company.

Fourth—All work of construction, changing, etc., as aforesaid of said railroad shall, at all times, be in a first class manner and of first class materials as shall, from time to time, be approved by this Board.

Fifth—All streets, avenues and places in, along or through which said work or change of system of railroad propulsion shall be constructed, as aforesaid, shall, promptly thereafter, be restored by said company to as good condition as before the work of construction or alteration was begun, and shall be kept and maintained in such condition for the same period of time as may now, or at any time hereafter, be required of contractors for making public improvements in or upon streets, and at no time shall any avenue, street, or place aforesaid during or after the work of construction or alteration, as aforesaid, be prosecuted so as to unnecessarily interfere with the passage of carriages or other vehicles in, over or along any of the said streets, avenues or places.

Sixth—Said company shall not, at any time, unnecessarily delay the work of construction or change aforesaid.

Seventh—All poles, at any time placed upon any bridge, shall be, at all times, securely anchored or fastened to the pier or abutments of said bridge, in a safe and careful manner, as shall, from time to time, be approved by this Board.

Eighth. *Whenever any building is moved through or upon any of the streets*, avenues or places aforesaid, or any public improvement is desired to be made therein, along, through or upon which any of said company's wires are strung or poles erected, said company shall, at any time, when directed by said board, change said wires and poles so as to permit the free and unobstructed use of said street or avenue for the purpose of moving said building along or upon the same, or to make the improvement aforesaid therein.

Ninth. The feed wires used by said company shall be wires having the best insulation at any and all times, and all wires used by said company as feed or trolly wires shall be so placed as to be suspended at least eighteen feet above the surface of the street, avenue or place, except as may at any time hereafter be allowed by this board, in order to pass under bridges or along such street, avenue or place when necessary.

Tenth. This board shall have general charge and supervision of the kind and quality of the poles and wire to be erected, and the location of the same, and the work of construction by said company.

Eleventh. Said company making said change from horse power to electricity shall, in addition to the matters hereinbefore set forth, at any and all times, faithfully and strictly observe and keep each and all of the other conditions and requirements made or contained in, by or under any resolution or consent at any time heretofore or hereafter granted, passed or adopted by the Common Council of the city of Rochester.

Twelfth. Said company shall, before entering upon the construction, or making the aforesaid change, to its railroad, as aforesaid, file with this board an agreement, duly executed by it, accepting and agreeing, at any and all times hereafter, to comply with each and all of the foregoing conditions and provisions, and that it will, at any and all times hereafter, fully indemnify and protect the city of Rochester of and from any and all suits, actions and proceedings that may be brought and maintained, or sought to be brought and maintained, by any person or corporation for, on account of, or by reason of, the adoption or maintenance by said company, its successors or assigns, of either of said electric systems aforesaid, or the construction or maintenance of said electric system, or anything connected therewith, or any act of omission or commission by said company, its successors or assigns, or any of its agents or servants, at any time or times, and shall, whenever requested by said city, or any of its officers, fully defend any and every such action, suit or proceeding.

Said city shall, by some of its officers or agents, in the event of any such suit, action or proceeding being brought, give notice thereof to said company, its successors or assigns, and said company, its successors or assigns, shall be allowed to defend or assist in the defense of such action, suit or proceeding.

Thirteenth—Before this grant or consent shall become operative, said company shall deliver to, and leave with, the clerk of this Board a [illegible] agreement to accept, and in each and every [illegible] and particular comply with, each and all of the provisions contained in this resolution.

Fourteenth—This resolution, however, shall not take effect or be operative, until said company shall have filed its consent, as provided by the resolution of the Common Council of the city of Rochester, passed by it on February 18, 1890.

THE RATE OF INTEREST.

A bill is now pending in the Senate to reduce the rate of interest in this state from 6 to 5 per cent. On motion of Senator Chase, of Albany, on Thursday the bill was recommitted to the committee on general laws, with instructions to report next Wednesday. A sharp discussion took place on the motion to recommit. The bill ought to receive thorough discussion, and the people should make their wishes known to the Senate before final action is taken.

The measure appears to be a just one, when we come to consider that in the great centers money is loaned for considerably less than 5 per cent. Senator Coggeshall showed that the farmers are about the only ones who are paying 6 per cent. interest. The passage of the bill was urged to relieve them.

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NEW CITY CHARTER.

The Chamber of Commerce Moving in the Matter.

The Chamber of Commerce, not content with the haggling the Common Council has done with reference to the petition, or rather mere suggestion, that an appropriation of $250 be made to defray the expenses of gathering certain information concerning the business of the city to be furnished the census bureau, has taken the matter in its own lands. At a meeting of the executive committee yesterday the question was considered, and the outcome was that Secretary McClintock was instructed to have the work done and defray the expense by collecting a fund for the purpose. John Bower will probably be engaged to do the desired work which will be largely statistical, relating to the business interests of the city.

The same committee decided to call a meeting of the Board of Trustees for Monday evening at 7:15 o'clock. This meeting will be for the purpose of considering the advisability of sending a delegation to Albany to oppose the passage of the Erwin bill reducing the legal rate of interest from 6 to 5 per cent. The committee decided to recommend such action. The hearing on the bill is set down for Wednesday next.

The legislative committee and the executive committee jointly discussed the subject of a new city charter. They united in inviting the three gentlemen who prepared the charter submitted three years ago, Messrs. Bower, Whittlesey and O'Brien, and the charter committee of the Common Council, Aldermen Selye, Fee, Judson, McMillan and Kelly, to attend the meeting of the chamber on Monday evening.

Messrs. Buell, Brewster, Cutler, Hathaway, Amsden and Hamilton were the members of the executive committee present; Messrs. Buell, McFarlin, Foley, Roth, Hollister and Hinds of the legislative committee being on hand.

GIVE REPRESENTATIVE MEN A CHANCE.

If the Rochester DEMOCRAT be really sincere in professing a desire for charter revision, it should be less captious and censorious in dealing with propositions looking to the initiative made by the Common Council. While the *Union* always dissented, and now dissents, from the theory that it is the peculiar province, or any province at all, of the Common Council, a creature of the charter, to take exclusive control, and direction, and disposition, of all propositions of amendment, it nevertheless sees no objection to action by the aldermen that contemplates the co-operation of private citizens and final submission to vote of the people.—*Rochester Union.*

The objections are obvious. The haste of the Common Council to assume the responsibility of preparing a charter for submission to the Legislature is in itself a suspicious circumstance, and this fact alone would discredit the undertaking with the people. It is no more the especial province of the Common Council to prepare a revised city charter than it is of the Board of Education and the Board of Education has no more to do with it than the humblest citizen. The complaint that the appointment of a citizens' committee would be a reflection upon the aldermen's capacity to manage their own affairs is simply nonsensical, although if it were so interpreted, it might not be far wide of the truth.

If we are ever to have a new city charter, it must be constructed by the best representative men of the community and, with no desire to be offensively personal, it may be said that a few at least, of the aldermen are not generally considered as representatives of the city's best interests. It is difficult enough at the best to secure a new charter which will pass the Legislature and be approved by the people, and if the movement has its inspiration in a doubtful source prophetic powers are not required to foretell its ultimate fate.

If the Common Council is really desirous of having a change in our system of municipal government, it will make every effort to hasten the appointment of a citizens' revision committee, and then retire from the field until the work of that committee is submitted for approval.

The Post-Express.

ROCHESTER, SATURDAY, MARCH 8.

Entered at [illegible] Rochester, N. Y., as [illegible] Mail Matter.

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THAT CHARTER.

In discussing the subject of charter revision, the *Morning Herald* says:

There is in existence already a "fully elaborated charter," very carefully and thoroughly prepared for the city of Rochester a few years ago by a joint citizens' and council committee—a committee fully as well qualified to do the work as any the city is likely to get under the present council's resolution. That charter is an instrument that embodies principles and features in harmony with the latest studies and experience in municipal government, and would unquestionably be admirably adapted to the conditions and needs of Rochester. It may be said that this instrument has once been submitted to a vote of the people and rejected. That is true; but the leading agent in its rejection—the Rochester *Union*—when prodded by the *Morning Herald* on two separate occasions, has admitted that its hostility was instigated by the fact that the powers conferred by the proposed charter upon the mayor of the city would be exercised by Cornelius R. Parsons, and the *Union* is not the kind of paper that would willingly place any kind of power or privilege in the hands of Mayor Parsons or any other republican fellow citizen. Now the situation is changed. Mayor Parsons will go out of office in a little over three weeks. A democratic mayor after the *Union's* own heart will enter upon the administration of the chief executive office in this city. The *Union* certainly cannot object to the investing of Mayor Carroll with the great powers and corresponding responsibility that would be conferred by the rejected charter if it were to be adopted. Why, therefore, should not the original revised charter be submitted to a popular vote at a special election and then, if approved, forwarded to Albany this year?

The charter to which our contemporary alludes was drawn up with ability, and the purpose of those who prepared it was honest; but it was badly affected by the prevailing fad of the time, the notion that "personal responsibility" can be made to serve for a sound system of government. The sum and substance of the charter was: "Let the mayor have absolute sway; and let us trust to the theory that responsibility sobers and elevates despotism." The people were not satisfied with a charter that virtually gave away what ought to be chartered rights; and they refused to approve of it.

The opposition of the *Union* may have been based on the paltry consideration that it would not do to entrust extraordinary power to a republican mayor, and it may be ready and even anxious to have the same grant of extraordinary power made to a democratic mayor; but it is a foolish notion that the *Union* beat the proposed charter formerly or that it could carry the measure through now. The awe with which the *Herald* regards the power of the *Union* is touching, but the awe of the simple child for a big brother is not always well founded.

The situation is not changed in reality. The mass of the people are against the charter as unsound in principle and policy. Those who wanted it only because it would give unmeasured power into the hands of a republican mayor, may now oppose it because it would give unmeasured power into the hands of a democratic mayor; and those opposed to it because it would make Mr. Parsons master of the situation, may approve of it now because it would make Mr. Carroll master of the situation—but the shifting of these elements will not disturb the old balance. If the *Union* changes sides for partisan reasons, the *Democrat* will no doubt change sides from the same motives.

The strongest condemnation of the defeated charter is conveyed by its advocate in thus assuming that it will be acceptable to the dominant party only. Every fundamental law should be for the whole community, and capable of administration by any party with complete security to the rest of the citizens. It should be rather the safeguard of those out of office than the opportunity of those in office.

Rochester Illustrated.

The Chamber of Commerce committee on statistics and publication is in session this afternoon considering the matter of a work descriptive and illustrative of Rochester, its institutions and industries.

Democrat and Chronicle

MARCH 10, 1890.

A REFORM CHARTER.

A serious effort will be made by many good citizens of Rochester to secure a new charter for this city. We understand that the Chamber of Commerce will interest itself in the movement, and that it will be pushed vigorously by those who favor reform in the affairs of the municipality. The fundamental principle of the proposed new charter, if we are rightly informed, will be the concentration of power in the hands of the mayor and the operation of the government, outside of the Common Council, by commissioners, appointed by the mayor. This is the principle which it was attempted to have incorporated in a charter two or three years ago, and in its formulation committees, both of the Common Council and citizens, labored industriously for several months. It came to naught on account of the opposition of the Rochester *Union* and the conviction generally entertained that such opposition would induce the Governor to veto the charter, even if it passed the Legislature.

The ostensible motive of the opposition, as then expressed, was that the *Union*, and presumably Governor Hill, were unwilling to lodge with the then mayor of the city, Mr. Parsons, the great powers he would have possessed by the terms of the charter. This was a weak and paltry excuse, but it served its purpose. The friends of such a charter hold that the personality of the mayor is of minor consequence in comparison with the great advantages which would accrue to the city from the concentration in him of the powers indicated. Such a charter would educate, in accordance with its own inspiration, any man who was elected chief magistrate. Such a charter so educated Mayor O'Brien, of Boston, who entered the mayoralty a mere ward politician, and left it after an administration notable for its prudence, wisdom and economy. Such charters have been an immense benefit to Brooklyn and Philadelphia, and a charter similar in many of its provisions to those of the cities named is working well in New York. And now, in formulating such a charter for Rochester, considerations of the personality of the mayor should be entirely eliminated. The charter should be advocated on its merits alone. It will or it will not be a good thing of itself, irrespective of the person or politics of its chief executive. The mayor-elect of Rochester is a Democrat. What of it, so far as a new charter is concerned? It is either right or wrong to concentrate great powers in the hands of a mayor, and that is the issue to be discussed. It is the sole issue, as we apprehended; and we trust sincerely that Republicans who favor a new charter will not hesitate to favor it simply because the incoming mayor is a Democrat. We believe that Mayor Carroll can be trusted to administer such functions as the charter would confer upon him, as we believed that Mayor Parsons could be so trusted. Let the question be determined upon its merits. We think the Chamber of Commerce and the good citizens enlisted in the movement for charter revision will so determine it.

YATES.

Proposed Extension of the Prattsburg Railroad Through Potter Center.

The manager of the Prattsburgh railroad, Mr. Godeffery, of New York, accompanied by Mr. Baker, his engineer, went over the proposed extension through Potter Center into the town of Middlesex, to the road bed of the old Geneva & Southwestern, on Thursday. At Rushville they met a number of the citizens and a meeting was held for the purpose of discussing the favorable points of the different routes and to learn what the railroad men require and what they have to offer in return. The company, represented by Mr. Godeffery, have the Prattsburg road, also a large interest in the Geneva & Southwestern. They are willing to put in their money and build this road if the people along the line will liberally subscribe money for it, payable when the road is completed and doing business. The plan that meets with the most favor from all concerned is the route from Prattsburg to Naples, thence to Geneva over the old road bed already graded. Ex-Supervisor George R. Granby, of Naples, chanced to be at this meeting and being thoroughly posted on the country about Naples, and also knowing the amount of business a new road can get at the start, his statements had a great effect in causing favorable consideration of the Naples route. About 150 car-loads of grapes alone were shipped from Naples last fall, and this in a poor season; other business all along the line in same proportion with the immense crops of grain, fruit, hay, potatoes and the stock to be shipped out. The coal, lumber, phosphates, etc., to be brought in will make a good paying road. The meeting closed with a very friendly and encouraging feeling on both sides. Mr. Godeffery and Mr. Baker started for New York; but as he followed the line on toward Stanley and Geneva he was so greatly pleased with the country and impressed with the apparent great need of a road through this section that he sent his engineer back by way of Naples with instructions to examine the route and report, while he himself went on to New York and worked up the financial matters there. He is expected back soon when meetings will be called and the project presented, and if the people are willing [illegible] parties are also very anxious to get [illegible] through from Naples to Canandaigua and are making every effort to get control of a portion of the old road. Either line will be of benefit the farmers and residents of that section.

ROCHESTER MORNING HERALD

MARCH 10, 1890.

"THAT CHARTER."

The Post-Express in an article reviewing the HERALD's editorial of Saturday on the charter question declares that "it is a foolish notion that the Union beat the proposed charter formerly or that it could carry the measure through now. The awe with which the HERALD regards the power of the Union is touching, but the awe of the simple child for a big brother is not always well founded."

The "awe" of the HERALD for the power of the Union exists solely in the imagination of the Post-Express. When we credited the Union with the defeat of that charter it did not occur to us that we were complimenting its "power." A very light-weight may be a make-weight. An insignificant third party may sometimes decide the issue between two great parties. In opposing the late revised charter after taking part in devising and shaping it the Union appealed to an existing sentiment among a class always ready to kill off a measure or a candidate that threatens to interfere with the power and ravages of rings and boodlers. That class was strong and tricky enough, by getting the ballots in favor of the charter out of the field early in the day, to defeat the reform. From a pretty close acquaintance with the entire movement, from its promising inception until its disastrous end, we are satisfied that the Union in itself and through its representative on the joint committee brought about the defeat of that instrument. But it was nothing more, under the circumstances, than a much feebler agent, even, than the Union might have done, given the disposition.

Upon the merits of the charter itself the Post-Express says:

The charter to which our contemporary refers was drawn up with ability, and the purpose of those who prepared it was honest; but it was badly affected by the prevailing fad of the time, the notion that personal responsibility can be made to serve for a sound system of government.

We beg leave to correct our neighbor at this point. The "notion" was that personal responsibility might and should serve as one of the principles of a sound system of government—not as a substitute for such a system. The "notion" was that responsibility ought to be lodged somewhere and that it should not be difficult for the people to find it.

"The people," continues the Post-Express, "were not satisfied with a charter that virtually gave away what ought to be chartered rights; and they refused to approve of it." Opinions must differ as to what "ought to be chartered rights." A radical but a step removed from anarchism would reserve vastly more in his list of chartered rights than even the average opponent of the proposed charter would. Many able men, American citizens of the highest intelligence and repute as well as of undoubted patriotism have been and are most earnest advocates of the principle which the Post Express stigmatizes as a "fad." One of its ablest exponents was that sound yet brilliant young scholar in politics, ex-Mayor Low of Brooklyn, now president of Columbia college. Several of the most important cities in the country embedded the "fad" in their charters some years ago and the concurrent testimony from Brooklyn, Boston, New York and other cities which have invested their chief executives with extraordinary powers is that the new system shows a marked improvement over the old one. No one that we know has contended that it will bring about a municipal millenium. No intelligent advocate of it supposes that the one feature of concentrated power and responsibility will serve as a substitute for many other sound principles of government that must be associated with it in any well constructed charter; but it is held with much force that the placing of the power of appointment and removal of heads of departments in the hands of the mayor brings the people closer to and gives them a firmer control over their machine, the municipal government, than they can possibly get under the existing order of things in this city. The talk of "despotic power" under that system is simply [illegible] for [illegible] All executive power [illegible] it does, is despotic. The mayor's existing powers are, or ought to be, despotic within defined limitations. Under the revised charter the limitations are widened so as to embrace a greater field of action, but the mayor does not and cannot get away from the people. Indeed, as we have seen, the people are better able to concentrate their fire of ballots upon the city government at an election when the mayor represents in his one person accountability for nearly every office in the city government, than they can when half a dozen or a dozen different personalities and tickets must be subjected to popular inspection and criticism.

The Post-Express assumes that if the Union, as the democratic organ, were now to change sides for partisan reasons and favor the principle we have considered, the Democrat would no doubt change sides from the same motives. It is impossible for us to say what an organ may not do; but we have inferred from some recent remarks in the Democrat that it still favored the principles of the revised charter. If that instrument could not stand the strain of the worst mayor that could possibly be elected it should not be adopted; but the HERALD now holds and has held from the beginning that under the administration of no mayor with enlarged powers could the government of this city be worse than it may be under the existing charter. We see no reason or ground for municipal reform that would not devolve upon the mayor the power of appointing and removing the heads departments.

IMPROVEMENTS.

A GREAT MANY OF THEM ARE NEEDED.

Plenty of Money for Them if All that is Raised by Taxation is Economically Expended—Much Good Work to be Done.

To the Editor of the Morning Herald:

I am earnestly in favor of better roads and bridges. I think also the people should not only insist upon those improvements but many more. Much more might be done by education to improve the health of individuals. Much by the public to protect from sickness by draining frog ponds, swamps and other miasma producing nuisances. The question of taxation is getting to be one of vital interest. If the present system is unequal and unjust, the people should make the necessary reforms. Were taxes equitably levied, needless sinecures abolished, fees and salaries of officers reduced to what the best of mechanics and farmers can hope to earn, and appropriated to improvements of roads and other needed improvements, all might be put under way at once without any increased burdens upon farmers and people of small means. All that is necessary to insure fair and equitable taxation and all needed improvements, is for the people to insist upon it, by doing as the citizens of Rochester did yesterday—repudiate unfaithful officers, though they have the indorsement of both prominent parties, and sustain faithful men who were dropped by the political cliques. Sensible men will not object to taxation if honestly and economically applied for public improvements which pays. Some of the improvements I have suggested can't be estimated in money values. The health and lives of the people are above all price. It is safe to say every dollar paid by farmers to improve roads will yield them 200 per cent. every year in saving of horseflesh alone.

It seems to me our governor's recommendation in reference to roads is a wise one. There could hardly be improvements suggested that would be so equally shared in by the whole state. None that would be so likely to insure general improvement of roads. None that would tend to improve markets and awaken a sprit for public improvement. I estimate his plan would require an average of 50 miles of road in each county, 3,000 miles of road in the state. with the improved machinery we have these roads could be built for $14,000,000 which would be about $15 a rod. Fifty years ago it would have seemed a formidable sum. Viewed from the standpoint of our present wealth it is a small sum. Fifty years from now our children will wonder how we could have got from village to village on such roads as we now have. And will cheerfully pay bonds contracted for building roads, and the masses will hardly miss the money required.

Is there a man in the state that curses Governor Clinton for pushing through a little ditch from Albany to Buffalo. The fearful stingy men of the state insisted it would bankrupt the state. W. H. Seward, too, was called a dreamer and a reckless adventurer that would surely bankrupt everybody. What has been the experience? Every dollar invested has been worth 50 per cent. a year. The state of New York might expend $20,000,000 a year for 50 years and every dollar be worth in 40 years an untold amount. New York, more than a century ago chose for her motto "Excelsior," which means higher, more elevated, most excellent. Can we expect to maintain our standing as the Empire state unless we go forward in gigantic improvement in education in its broadest sense? Which means better roads and bridges, larger and more beautiful parks, better and more universal education, a more consistent democracy and a purer christianity. Yours for reform and improvement,

W. HENRY.

Farmerville Station, March 5, 1890.

An Estimate of Mayor Parsons.

Rochester Jury.

Though many are jubilant over the sudden and unexpected defeat of Cornelius R. Parsons at the recent election, the great majority of the people stand ready to recognize the immense value and importance of his long service as the chief magistrate of this city. Through all the varied experiences of friendly devotion, hostile criticism, fulsome laudation and frequent calumny it has been his lot to encounter, he has always maintained a dignified composure and succeeded wonderfully in harmonizing the many factions which continually confronted him in his endeavor to govern the affairs of the city honestly and wisely.

During his long administration he has exhibited many rare abilities as an executive officer and a gracefulness of demeanor, courtesy and eloquence of speech that has distinguished him as an accomplished and highly intelligent officer. Always accessible, ever ready to co-opetate with the people in popular movements and occasions, he won the affection of all classes who learned to be proud of the "dapper little gentleman" who held the reins of the municipal government.

On numerous important occasions he has upheld the dignity of Rochester as its chief magistrate by the delivery of masterly orations, and dispensed the hospitality of the city like one "to the manner born," and by his personal graces, coupled with modesty and quiet deportment, has won for himself the respect and confidence of thousands of people at home and abroad. He has not been able to please everybody, but has steered in a channel of moderation through many contending elements, and pursued a course that has been generally approved. Few men have been more roundly abused on the liquor question than Mayor Parsons, and it is quite possible his successor may taste some of his experiences in that direction.

He has been a safe man to wield the affairs of a progressive people and carry out the motto: "*Nothing in extremes*" *among people*, some of whom have been intemperate in their advocacy of what they call temperance, and others in the advocacy of just the opposite.

Mr. Parsons has been a representative American, having the American idea of Nineteenth century patriotism which gives honor to God and service to country, and under his sway Rochester has prospered and increased in a most wonderful manner. The Jury hopes that his successor will fill the position with similar dignity and ability.

ROCHESTER MORNING HERALD

MARCH 8, 1890.

CHARTER REVISION.

The HERALD, with some of its cotemporaries, must take exception to the assumption of the resolution on charter revision submitted to the common council Wednesday evening, as well as to certain of Alderman Selye's remarks, to the effect that the initiative and direction in charter amendment belong to the common council. The aldermen have no rights in that direction that may not as well be exercised by any other citizens of Rochester.

The assumption to the contrary is an old and oft exploded theory on the part of boards of aldermen in this city. We have on former occasions shown how groundless it was. It is not a part of the duty of that body to seek amendment or revision of municipal law, but, as the Post-Express well says, "to act under the law as it stands."

It is unnecessary, however, to dwell upon this feature of the case as we do not suppose there will be any serious effort on the part of the council to maintain the right to exclusive initiative and direction in such matters. Of course, some one must move first and it is not improper for the council to start the campaign in favor of revision, if it feels so disposed; but it strikes us that the plan having been adopted of naming a committee of citizens who should, in turn, choose a larger committee to which would be intrusted the duty of preparing a new charter, it would have been better form had the council left the resolution as originally introduced instead of naming a committee of its own members to act with the outside committee. It is still in order, of course, for the citizens

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Historic Scrapbooks Collection

named in Alderman Thayer's resolution or for any other body of citizens, self-appointed or chosen by some representative body of citizens like the chamber of commerce, to meet, organize and go to work preparing the text of a revised city charter; but it would undoubtedly be wiser to have the members of the council and citizens work in harmony in such an important matter.

Alderman Thayer's resolution provided that the charter revision committee should report "a fully elaborated charter, for submission to popular vote at the charter election in March, 1891." It may be said of this suggestion: "Better late than never;" but why the delay? There is in existence already a "fully elaborated charter," very carefully and thoroughly prepared especially for the city of Rochester a few years ago by a joint citizens' and council committee—a committee fully as well qualified to do the work as any the city is likely to get under the present council's resolution. That charter is an instrument that embodies principles and features in harmony with the latest studies and experience in municipal government, and would unquestionably be admirably adapted to the conditions and needs of Rochester. It may be said that this instrument has once been submitted to a vote of the people and rejected. That is true; but the leading agent in its rejection—the Rochester Union—when prodded by the MORNING HERALD on two separate occasions, has admitted that its hostility was instigated by the fact that the powers conferred by the proposed charter upon the mayor of the city would be exercised by Cornelius R. Parsons, and the Union is not the kind of paper that would willingly place any kind of power or privilege in the hands of Mayor Parsons or any other republican fellow citizen. Now, the situation is changed. Mayor Parsons will go out of office in a little over three weeks. A democratic mayor after the Union's own heart will enter upon the administration of the chief executive office in this city. The Union certainly cannot object to the investing of Mayor Carroll with the great powers and corresponding responsibility that would be conferred by the rejected charter if it were to be adopted.

Why, therefore, should not the original revised charter be submitted to a popular vote at a special election and then, if approved, forwarded to Albany this year? Our representatives in the legislature could easily get unanimous consent to put it forward on the calendar, no matter how late in the session it reached the capitol. The legislature will doubtless be in session for at least six weeks to come, so there is ample time for carrying out the above suggestion.

ROCHESTER MORNING HERALD

Y. MARCH 11, 1890.

A NEW CHARTER.

CHAMBER OF COMMERCE DISCUSSION.

Addresses by John C. O'Brien and Robert Mathews—A Letter from John Bower—Action Deferred—City Officials Present.

The March meeting of the chamber of commerce was held last evening. It was devoted to the discussion of the important question of charter revision. Notwithstanding the importance of the topic the attendance was not especially large. Among those present, however, were Mayor-elect William Carroll, Alderman Selye, Kelly and Fee of the charter revision committee of the common council, together with John C. O'Brien, one of the framers of the reform charter which was rejected by the people a few years ago. All of these gentlemen were invited to be present by the chamber.

In the absence of President Ross, the first vice-president, Henry C. Brewster, occupied the chair. He rapped for order at 8:15 P. M., and as soon as the gentlemen were seated the secretary read the minutes of the last meeting.

Secretary McClintock then read a letter from Samuel Wilder, who was unable to be present. He was one of the committee which drew up the previous charter. Mr. Wilder urged especially that every good citizen should attend the caucuses of his party, saying that in this way only could good government be secured. He believed the former charter could not be very much improved upon.

It was then announced that a letter had been received from John Bower. Considerable discussion ensued as to whether the reading of this communication should not be deferred until later [illegible] George C. Buell favored the immediate reading of the letter. William S. Kimball thought the chamber should adjourn and that then the matter should be discussed by those present as members of a citizens' meeting. He did not believe in the chamber of commerce discussing political questions. He therefore moved an adjournment. Mr. Buell opposed the motion strongly. He said the chamber of commerce should not be afraid to meet the charter question as an organization. Mr. Kimball's motion was voted down and Mr. Bower's letter was then read.

The communication expressed the writer's regret that he could not, on account of a severe cold, be present at the meeting. It gave an extended account of the history of the movement for a new charter which has on account of the limitations of space been greatly condensed. In 1884 a number of large taxpayers of Rochester formed a municipal reform league of a non-partisan character. Beside the usual officers an advisory committee was appointed and also a committee to revise the city charter, consisting of Theodore Bacon, John Bower, Patrick Barry, F. A. Whittlesey, J. E. Booth, Samuel Wilder and Robert Mathews. By this committee much work was done, and the result of its labors was a charter, built upon the old one, but very largely new in its provisions. Mr. Bower gave in his letter a portion of the committee's report in which they argued for the principle of centralized power. He then took up the action of the common council toward the charter. The council on September 24, 1884, adopted a resolution offered by Alderman Upton providing for the appointment of a committee of 15 citizens, together with the city treasurer and the city attorney to ascertain whether the charter should be revised, what amendments were necessary, what were the best methods of conducting the municipal government, and whether the creation of a sinking fund was advisable. This committee went to work energetically and presented a report to the common council in July, 1885, identical in many respects with the reform league's report. The council took no further action. The amended charter was then drawn up by a committee of the league.

Mr. Bower, in his letter, states that after the new charter was presented to the legislature, a plan was adopted for submitting a set of propositions to the people. This plan he characterized as "a political scheme to defeat the new charter." In proof of the existence of this scheme Mr. Bower stated that no ballots favoring the new charter could be found at some of the polling places on election day. Mr. Bower called attention to the fact that all reform charters had encountered the opposition of common councils and governing authorities, but in every case, he said, the people had triumphed in the end. A synopsis of the concluding portion of Mr. Bower's letter follows:

"It is a recognized fact that the common council 'are the people' as was grandiloquently stated the other evening. We are all aquals, Mr. Alderman, or we are nothing. A common council has no exclusive right to amend a charter for Rochester. We will all gladly help the council to amend the charter but it must be on the principle of liberty, equality and fraternity. The principal features of the charter prepared in 1885 were: The common council as the only legislative body; the abolition of the executive board and the reorganization of all others except the board of Mount Hope commissioners; the appointment of all heads of departments by the mayor; the appointment of all subordinates by the heads of their departments; the creation of the office of auditor and a board of estimate. Had the proposed charter been adopted no such painful developments as those which have recently shocked the community would have been possible."

On motion of W. C. Barry a vote of thanks was tendered Mr. Bower. John C. O'Brien was then invited to speak. He was greeted with applause and said in substance: "This 'dead duck,' as it has been called, was the result of much work on the part of a committee of the municipal reform league. The reasons for this action are set forth lucidly in Mr. Bower's letter. The new charter was based upon the present charter of the city of Rochester. Much of the old charter was very valuable. We put in this charter what we considered the best elements of various reform charters. The main feature is the divorce of the legislative from the executive branches. We made the mayor the executive officer, giving him the appointment of all heads of departments."

Mr. O'Brien then read many extracts from the charter which he helped to prepare. The mayor, under its provisions, had the appointment of ten general officers, as well as the members of the health board, excise board and board of education.

George C. Buell asked Mr. O'Brien whether he would now recommend this charter as the best possible one to be adopted. He answered that he thought the cry of one-man power could be done away with by an amendment. He thought the people were not accustomed to the idea of centralization and suggested that the heads of departments be appointed by a board of three men, to consist of the mayor and two citizens to be elected with him, instead of by the mayor alone. Mr. O'Brien thought the former charter could easily form a basis for a new one. It might be changed in a few minor details. In answer to another question from Mr. Buell, Mr. O'Brien said he [would] favor the submission of the charter to the people. He thought they would vote according to party lines or from political reasons and that they would not study closely the details of [illegible] Robert Mathews [illegible] in substance:

The problem of city government is one of the most difficult which civilization has to face. This is especially so in this country. Our cities are new and our population is not heterogeneous. There are many immigrants among us who have been accustomed to be ruled. They know nothing of the art of self-government. No charter, however perfect, can alone give an American city good government. The most essential thing to the success of any system is the creation of a public opinion. The same moral standard must prevail in public business as in a man's private affairs. The people must be educated. They are indifferent to the evils of our city government. We must concentrate public opinion so as to get from it the best possible results. Those who framed the new charter believed in concentrating the power in the hands of one man. Public opinion must have an opportunity to place the responsibility for bad government.

City governments were first formed in this country on the same lines as state governments. There were the same checks and balances that prevail in national and state governments. This system has not worked well in our cities. The city is not an integral part of the state. Cities are simply corporations formed to do certain things for the benefit of their inhabitants. We must not govern our cities as we do the state. People are now realizing this. Cities must be governed as we govern our business. Therefore the responsibility must be concentrated as in our business concerns. Citizens will not look into all the details of a diversified form of government. Non-partisan boards, so-called, have always been the most partisan boards conceivable.

I think the new charter should be taken as a basis of any further charter revision. I am more sanguine of the success of the charter than Mr. O'Brien seems to be, even if it shall be submitted to the people. I believe that the people can be sufficiently educated to support even the principle of placing the main responsibility in the hands of one man. It is desirable to have as few elective offices as possible. The higher the office the better the man who is chosen to fill it. That is a general rule in all cities. New York city has had very bad government. But the mayors of New York have been, as a rule, good men. Therefore we should make the elective offices as few as possible. I believe that under no mayor whom Rochester can possibly have, will the government of this city be worse than it has been under a system of divided responsibility.

The thanks of the chamber were extended to Messrs. O'Brien and Mathews. James E. Booth, another of those interested in the preparation of the reform charter, spoke briefly. He did not believe in the clause which provided for a possible ousting of the mayor at the end of the first year if his administration were not satisfactory to the majority. He thought the mayor should hold office for his term and not be taken on trial for a year.

A. S. Hamilton moved that it be declared the sense of the meeting that a new charter should be adopted for the city of Rochester. This was carried and then Mr. Hamilton moved that a committee of ten be appointed by the chair to call together such citizens as they might deem best and that the conference so constituted appoint a committee to draw up a charter. J. G. Cutler moved, as an amendment, that the charter revision committee of the common council be invited to act with the committee so appointed. This was accepted by Mr. Hamilton.

Eugene T. Curtis said there was considerable feeling against the chamber of commerce among the people who had once voted down a new charter. He did not believe that the chamber of commerce should take the initiative in the the matter of charter revision. He moved to table Mr. Hamilton's motion for a month. William H. Gorsline hoped both motions would be voted down, and that all would unite in signing a call for a public meeting. Robert Mathews favored Mr. Curtis' motion. He said that there was no hurry, and that the chamber should go with the popular current, not against it.

George C. Buell thought the chamber of commerce never stood better before the public than now. He referred to its attitude on the street railway matter as having won popularity for the chamber. He thought the former charter might be quickly remodeled and passed by the legislature. He opposed the submission of any charter to the people, not because he doubted the people, but because the politicians might influence the voters against the charter.

William S. Kimball seconded the motion of Mr. Curtis. Mr. Curtis said the chamber should go slowly or its charter would be dead from the start. Mr. Buell thought the chamber should have the courage of its convictions. W. F. Balkam favored the postponement of the matter. Mr. Curtis' motion was then put and carried, although a number voted in opposition. It was then nearly half past ten o'clock and an adjournment was taken.

A special meeting of the board of trustees was held before the general meeting. The following new members were elected: Smith & Herrick, Albert Beir, W. A. Stace, Hatch patent crimper company, Charles Stern, John A. Smith, L. L. Allen & Co., Thomas W. Finucane. A resolution was passed in opposition to the Erwin bill limiting the legal rate of interest in this state to 5 per cent. A committee consisting of H. B. Hathaway, Clinton Rogers and Secretary McClintock was appointed to appear before a legislative committee at Albany to-day in opposition to the bill. The gentlemen left last evening. The trustees also listened to a synopsis of the compromise bill on the subject of country roads, given by the secretary. It embraces the main features of both the De Peyster and the Coggeshall-Rhodes measures. The board voted to adhere to its original position in favor of an act drawn on the lines suggested by the governor and instructed Secretary McClintock to attend the hearing on this subject at Albany on Thursday. The trustees also voted to request Senator McNaughton to introduce a bill making it obligatory upon parties doing business as agents to file in the county clerk's office the names of those whom they represent.

WHO BORROWED

CITY MONEY OF TREASURER JOHN DAVIS?

"Many Taxpayers" Would Like to See a List of Those Whom Were Favored at the Expense of the Public.

To the Editor of the Morning Herald:

John Bower made a very interesting report in many respects to the finance committee on the defalcation of City Treasurer Davis. He showed in his report very clearly how adroitly Mr. Davis succeeded in covering up false accounts by correct book-keeping. But evidently there are some things which the public generally and the taxpayers in particular are vitally interested in knowing which are not embraced in his report, and while apparently Mr. Bower must have been in possession of much of this information he has given no reason for withholding it, although he states that he is writing for the general public. The following is taken from Mr. Bower's report:

There can be no question now that the methods adopted for depleting the treasury have been going on for the past three or four years, at least. The vicious and utterly indefensible system of permitting overdrafts in the form of unearned salaries, unfinished contracts, etc.—quite moderate at its first inception—has grown to such great magnitude, that it should be broken up at once by inflexible rules and unbending adherence to law.

A common practice of "paying taxes" on the part of the class referred to was as follows: If a property holder wanted to get rid of paying interest or penalties for non-payment of taxes when due, all that seems to have been necessary was to hand in a check—say the last days of July, after which the 1 per cent. penalty per month commences—for the full amount of his tax bill, get the same receipted as paid and depart in peace. Or, it might be, that in place of a check the tax bill itself was retained as a voucher, and the same process gone through with. Such "payments" would be marked off on the roll as paid, entered on the books as cash received, and counted as cash on hand in making up balances, for months at a time. Finally, many such matters would be paid without the collection of a cent of interest or penalty. Within the past two weeks several hundred dollars have been received in settlements of the kind referred to that, it is safe to say, would not have been collected but for the occurrence of recent events.

But not the taxpaying class alone, officials, employes or contractors, have been favored as above described. Thousands of dollars of the city's money have been been loaned to impecunious applicants, having no sort of claim for such favors, even on the fallacious grounds assumed by some others; and by the loose and unlawful practices referred to, and the abstraction of funds standing to-day as a delinquency, I am satisfied that the city has lost, in interest alone, and remitted penalties, not less than $10,000 during the past two or three years.

Now it would seem that the names of the parties making over drafts for unearned salaries and unfinished contracts, and the names of many of the taxpayers who have their taxes marked paid on the books of the treasurer before paying them and never paying the interest and penalty due, as well as the names of the officials and contractors who done the same, and the names of the impecunious applicants who borrowed the city money of the treasurer must, at least most of them, have been known both to Mr. Bower and the finance committee.

Mr. Bower states that he is satisfied that the city has lost in interest and remitted penalties not less than $10,000 during the past two or three years. This being so then these few favored taxpayers have caused a burden of some $10,000 to be imposed on the other taxpayers in consequence of this failure to pay what in law and equity this favored class should have paid into the city treasury. Now this large number of taxpayers who have thus been wronged and defrauded feel very much as the man did who, on having his horse stolen started out eagerly in pursuit of the thief, and when asked why he did not look after his horse replied "that he could stand the loss of the horse but what he was after was to find the fellows that stole the horse." We probably can stand the loss of the money but what we want to know beyond any other consideration and what we have a right to know is, who the parties are that defrauded us—to be told by our agents that we have been wronged out of a large sum of money without informing us who the parties were that connived with the late city treasurer to do it, is simply aggravation.

Now the taxpayers who have thus been defrauded respectfully but earnestly demand that the finance committee of the common council give to the public so far as they can the names of the recipients at our expense of the bounty of the late city treasurer.

MANY TAXPAYERS.

AT ALBANY.

MR. McNAUGHTON INTRODUCES HIS BILLS.

Caledonia Avenue Bridge Bill Passed, and Also a Measure Giving Females Powers In Transferring Female Prisoners.

Special dispatch to the Morning Herald.

ALBANY, March 10. — Senator McNaughton to-night introduced the three bills described in these special dispatches on Friday. One relates to appeals in justices, courts, another is to incorporate the Church insurance association and the third allows women to be trusted with commitments for execution.

The senate passed his Caledonia street bridge bill.

On Wednesday the Syracuse and Warsaw salt men will have another hearing. M.

United Press dispatches.

ALBANY, March 10.—In the senate this evening a protest was presented from the New York chamber of commerce against the Syracuse Skaneateles lake water bill. There was also presented a petition from Bishop Huntington and others for the female inspector's bill.

The committee on literature reported Mr. Brown's medical examination bill, and the committee on miscellaneous corporations the western New York Methodist conference bill.

The following bills were passed: Appropriating the proceeds of the Ives pool tax to the state agricultural society; the town appropriations ballot bill; bill appropriating $15,000 for a bridge on Caledonia avenue, Rochester; the Cohoes city court bill; bill for short forms of deeds and mortgages.

Among the bills introduced were the following: Mr. Collins' relative to a new charter for Bath-on-Hudson; Mr. Brown's extending 50 feet the exterior bulkhead line at West street, New York.

Mr. Curtis' bill providing for female attendants in the transferring of inmates of prisons was also passed.

The senate then adjourned to to-morrow.

CITY TREASURY.

A SETTLEMENT TO BE REQUESTED TO-DAY.

Significant Transfer of Property by Bondsman McDowell — Trouble Over Mr. Fleckenstein's Bond—Committee to Meet To-day.

The process of readjusting affairs in the city treasurer's office is not proceeding as smoothly as could be wished. No sooner do things assume an aspect which encourages a belief that a complete disentanglement is not far off than some unexpected hitch occurs. And, as time passes, the taxpayers are becoming more and more clamorous that the matter be straightened out. So that Alderman Thayer and his associates on the finance committee are undergoing a pleasant experience somewhat analogous to that of being ground between the upper and the nether mill-stone.

A meeting of the committee was held yesterday afternoon and all the bondsmen were present. After a conference lasting some time it was decided to give the bondsmen two weeks further time in which to turn the property in their hands into cash. If this result was not accomplished in that time then it was agreed that the bondsmen were to furnish good security for the amount of the bond, pending the final payment in cash. The meeting adjourned with this understanding. After the adjournment, however, it was learned that Simon V. McDowell, one of the bondsmen, who was present at the meeting, had turned over much, if not all, of his real property to his wife. The deed was recorded yesterday afternoon. This put a different face on the matter, and Alderman Thayer hurriedly got together as many of the members of the finance committee as he could last evening. The subject was talked over, and it was thought best, in view of the circumstances, to demand an immediate settlement at the hands of the bondsmen. Accordingly another meeting of the committee will be held at ten o'clock this morning, at which a formal demand will be made on the bondsmen. The deed alluded to conveys two parcels of land on Union street and one in the town of Irondequoit from Simon V. McDowell to Emma E. McDowell for a consideration of $500. A paragraph in the document states that the property is transferred subject to "liens and incumbrances" amounting to about $15,000. Lawyers differ as to whether Mr. McDowell's qualification on the bond constitutes a lien on his real estate. It is stated that the property is encumbered for an amount nearly equalling its value. The other bondsmen are reported to be very indignant at what is regarded as an attempt on Mr. McDowell's part to avoid an obligation he voluntarily incurred, but they are inclined to be reticent on the subject. Of course the three remaining bondsmen will be expected to make good Mr. McDowell's share, if he should be unable to pay.

It is reported that the grand jury is investigating Mr. Davis' case. It is probable that the jury will rise this week.

There is trouble over Mr. Fleckenstein's bond. The common council has directed that the new city treasurer be insured in some fidelity company by the city to the amount of $200,000. But two slight objections to this scheme have been discovered. One is that the charter expressly provides that the city treasurer "shall furnish a bond," and the other arises from the fact that no company has been found that will furnish a bond for the city treasurer for $200,000. Two companies will jointly furnish a bond for $25,000, but that is the largest risk that they will take. It has been suggested that the first objection might be overcome by raising the city treasurer's salary—now $4,500 a year—and compelling him to pay the yearly premium on the bond but the latter seems insurmountable. It is possible that a special meeting of the common council may be held to consider the dilemma. Mr. Fleckenstein will not take charge of the office until the matter is settled.

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Democrat and Chronicle
MARCH 11, 1890.

NOW FOR A NEW CHARTER

The Chamber of Commerce Thinks One is Needed.

ATTEND ALL THE PRIMARIES

That is Samuel Wilder's Advice—The Defeated Charter Considered by J. C. O'Brien, Robert Mathews and Others—Mr. Bower's Letter.

The Chamber of Commerce has taken a stand for a new city charter.

For three hours last evening the question was discussed at the monthly meeting of the chamber, and besides the members themselves who took a hand in it, there were present Mayor-elect Carroll, Aldermen Selye, Kelly and Fee, of the council charter committee; and John C. O'Brien, of the former revision committee. Henry C. Brewster, the vice-president, was in the chair, in the absence of President Ross.

Secretary McClintock read a communication from Samuel Wilder relative to the work on the new charter. "I was," said he, "a member of a committee that spent a greater part of one summer working upon a charter, and it ended, practically, in a new charter; but the people refused to accept it." Mr. Wilder said he did not think the charter compiled by Messrs. O'Brien, Whittlesey and Bower could be improved upon. The way that the chamber could be most effective, was for the individual members to pledge the chamber that they would be present at every caucus in their ward that could in any way effect the city's well being.

Secretary McClintock announced that a letter had been received from John Bower on the question of the new charter. A question came up as to the proper time to read this letter, and it led to a motion from W. S. Kimball. Mr. Kimball said that as the chamber had not taken any action on matters political thus far, and as this was a question which might involve some political features, he thought the best way would be for the chamber to adjourn, appoint a chairman and, as a citizens' meeting, discuss the question openly. Mr. Kimball's motion was to this effect and though it was seconded, it was opposed by George C. Buell and others so warmly that the motion was overwhelmingly lost. The secretary proceeded with the reading of Mr. Bower's letter. Mr. Bower reviewed the agitation which preceded the work done by the last revision committee. He then gave portions of the last committee's report, and gave further reasons why he thought a revised charter necessary. In the first place, the present charter allowed too much power to be centered in the council, in fact the legislative as well as executive power was embodied in a council under such a charter as the present.

Mr. Bower then gave a detailed history of the manner in which the proposed charter was defeated. Mr. Bower said that modern charters have all conformed to the principle involved in the proposed and defeated charter. "The people of Rochester are not yet the Common Council, as was grandiloquently proclaimed at the last meeting of the council. We are all equal as yet, Mr. Alderman, and the council is but the servant of the people," added the latter.

In closing Mr. Bower gave it as his opinion that the council should be a legislative body; that the Executive Board should be abolished; that the mayor should have the appointment of all heads of departments; and all other boards should be reorganized except the Mt. Hope Commissioners. Mr. Bower said that under the charter as submitted three years ago, such recent occurrences as have taken place in the city's affairs would be impossible.

A vote of thanks was extended Mr. Bower for his letter.

John C. O'Brien, who was instrumental in preparing the defeated charter, was present and was invited to give the chamber what light he could. Mr. O'Brien did not recapitulate the different causes which led up to the work on the defeated charter, but explained how the committee got to work and carried out their plans. The principal difference in this charter and the present charter was the divorce of the legislative and executive bodies. Mr. O'Brien said the committee took as the basis of the charter the present city charter, but was assisted by reference to the charters of Boston, Philadelphia, Baltimore, and other cities.

Mr. O'Brien then proceeded to read certain portions of the defeated charter, showing wherein it differed from the present charter. After he he had read portions of the defeated charter, Mr. Buell asked him if he would, with all the light that had been thrown on the subject, recommend the defeated charter for present adoption. His reply was:

"It occurred to me that the cry of one man power would kill this charter. The people will not be brought to adopt it, because they won't consider it as they ought. If you leave it to the people they won't try it.

He said that he thought there was a way of getting around this bugaboo of one man power. At the time of the election of a mayor two citizens might be elected, and the three form an advisory board, to whom the appointing power should be given.

"I thought that this charter would form a basis for the revising committee to work upon, and that with a few changes it might be adopted. It would be a charter that I would be glad to have my city governed by. But I may say that I don't believe any charter, if it combines many changes, will be adopted if submitted to popular vote."

[illegible] if the charter [illegible] at a special election [illegible] of being eleminated from ward politicians.

Robert Mathews who also had a part in making the defeated charter was called upon for his opinion. "The problem of [illegible] is the most difficult to [illegible] governmental problems." This was particularly true of American cities, many of which were new; and the governing laws had to be allowed time to grow. In this country every voter was expected to know something about the art of government. "We must not expect," said he "that any charter will give us good government." Mr. Mathews thought that a public opinion had to be created so that no one would be satisfied with any different method in the performance of public duty than was expected in private business. The only way public opinion could be created was by educating the masses. Public opinion was like a sledge hammer. It could deal telling blows, but was not capable of fine work.

Mr. Mathews spoke of the manner in which the system of divided responsibilities had grown up. Most of the cities have grown up from villages, and the checks and balances that worked all right in villages, and commonwealths did not work well when the larger cities were reached. He thought concentrated responsibility was applied in all successful private corporations, and that was why the charter committee had decided to concentrate the executive power into a single head and allow of no shifting of responsibility.

"If you have a board of three men," said he, "you get instead of the best opinion, the worst opinion of the three, the opinion on which they can agree."

Mr. Mathews said finally that the defeated charter, he thought, should only form the basis of a charter. He was more sanguine of the passage of a new charter than was Mr. O'Brien. It was desirable to have as few elective officers as possible. These would be more apt to be strong men, and they could be trusted generally to chose good appointees. "We have suffered as much," said he, "under the system of divided power as we could possibly under the concentrated power no matter how bad a mayor might be elected."

A vote of thanks was extended Mr. O'Brien and Mr. Mathews.

James E. Booth, another member of the revision committee of the former charter, said there was one feature of the charter of which he never did approve. That was putting the mayor in a position of trial for a year and then turning him out at the end of the year, and putting a new man in his place. The mayor was frequently called upon to perform an act which though of public good, nevertheless made him many enemies

At this point A. S. Hamilton moved that it was the sense of the meeting that a new charter was desirable for the city of Rochester. This motion was adopted.

At this point Mr. Hamilton also offered a resolution directing that the chair appoint a committee of ten who should call a meeting of such citizens as they deem best and that such conference draw up a new charter. An amendment was offered by Mr. Hamilton that the Common Council committee be invited to confer with this citizens' committee. This resolution called forth a spirited discussion.

Eugene T. Curtis did not think such action was advisable. An initiative taken by the Chamber of Commerce would be looked upon with suspicion, he thought, by a large number of people. He thought too that any charter provided by the chamber would be voted down, or if not voted down, frowned down by the people. A large number of people had conceived the idea that the chamber was a body of rich men. He thought the chamber should, instead of taking the initiation, wait for an invitation from the Council committee to co-operate with them.

"I don't agree with you," said George C. Buell.

"I do," said Robert Mathews.

Mr. Mathews further said that Mr. Curtis had expressed his exact views. Haste could not be made only at the peril of defeating the measure at the outset. A year at least should be taken to formulate a charter. "If you wish to succeed, you had better go with the current."

William H. Gorsline thought the chamber should limit its present action to signing a call for a public meeting for discussing the charter question.

George C. Buell thought the chamber was never in better condition to take the initiative in a matter than at the present time. No delay was necessary, as this very charter could be remodelled in a few days so that it would be acceptable to the masses.

W. S. Kimball at this point rose to second the motion of Mr. Curtis to table the resolution.

Mr. Curtis added: "We should not allow our zeal to run away with our judgment. If you want to suceed, you want to get the politicians with you."

"The politicians" said Mr. Buell, "are not always our best people."

"No," said Mr. Curtis, "but if you want to succeed you must get them with you."

W. F. Balkman favored the motion to table the resolution by telling a story. The story and the arguments had the effect desired, for on the call for the question the motion to table the resolution for four weeks was carried and the chamber adjourned.

The Board of Trustees, at a meeting previous to the general meeting, elected new members as follows: Smith & Herrick, Albert Beir, W. A. Stace, Hatch Patent Crimper Company, Charles Stearn, John A. Smith, Thomas W. Finucane, L. L. Allen & Co.

The trustees also adopted a resolution advocating opposition to the Erwin bill reducing the rate of interest to 5 per cent. A committee consisting of H. B. Hathaway, Clinton Rogers and Secretary McClintock was appointed to appear before the sub-committee at Albany to-morrow to oppose the bill.

The trustees considered the new bill relative to improvement of roads, but adopted [illegible] stand [illegible] in the line [illegible] by [illegible] Secretary McClintock will appear before the committee on the Rhodes bill Thursday.

A resolution was adopted requesting Senator McNaughton to introduce a bill making [illegible] upon [illegible] business as [illegible] of parties whom [illegible] represent.

ROCHESTER ART CLUB.

The Time and Place Fixed for the Eleventh Annual Exhibition.

The eleventh annual exhibition of the Rochester Art Club will be opened at the Chamber of Commerce rooms Monday evening, May 26, 1890, and will close on Wednesday evening, June 4th. Duly approved original works in oil, water colors, etchings, and black and white, never before publicly exhibited in this city, will be received Saturday, May 17th. No picture will be received after that date. The works of non-resident artists must be sent in time to be delivered by the specified date to M. W. Rundel, No. 9 West Main street, who will send them to the hall and return them to the owners at the end of the exhibition. It is required that a card be attached to the back of each work, giving the title, price, artist's name and address.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH 11, 1890.

OFFICIAL PAPER OF THE CITY.

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Six Months..........
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One Week..........
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THE TREASURER'S BOND.

We regret to observe that the Rochester Democrat is disposed to be captious and obstructive in relation to changes and safeguards rendered necessary by wreck of the city treasury and unlawful payments on account of rascally jobbery from the county treasury, by two treasurers who are intimate friends and partizans of our contemporary, and have been lauded to the skies by it as marvelously proper men to be custodians of the people's money. Some allowance must be made, of course, for the frame of mind in which the Democrat has been left by the political cyclone that swept over the city and county one week ago to-day and destroyed Republican power in both. And hence, in compassion and charity, we pass the exhibition it is making of itself in the hope that it will soon regain its wonted equilibrium and composure, and manifest a little sense. We note with pleasure, however, that the Democrat, which at first and all along treated the defalcation and felony of its model city treasurer with bated breath, has at last managed to "screw its courage to the sticking place" and call the robbery of the people "defalcation"—actually chiding the Common Council for "treating it in the most "gingerly manner!" It follows in the wake of the UNION, but a long way behind. Still, it may catch up by and by and have its uses for the accomplishment of good.

As to the City Treasurer's bond, the resolution concerning which was adopted by the Common Council and published last week, the Democrat had nothing to say until the UNION last evening pointed out the requirements of the charter. Now, this morning, our contemporary, rubbing its sleepy eyes, inquires whether it is "impudence or Ignorance" that ails the Council, and tells its readers that "even "the UNION cannot stomach the scheme "of the Common Council to make the citizens pay the interest on the City Treasurer's bond." Wonderful discovery!

The motive and the aim of the Common Council in its action with regard to the Treasurer's bond are in accord with the promptings and the judgment of intelligent and heavy taxpayers. But that action did not conform strictly to the requirements of the charter, as the UNION, and the UNION alone, pointed out. Its design was to cause the Treasurer to furnish, in addition to the bond contemplated by the charter, another bond to be procured by him from a corporations under a system of guaranteeing the faithfulness of fiduciary officers in all manner of employment, that was not in existence when the charter was framed. Very properly, if the treasurer were to furnish this latter bond, which cannot lawfully be required of him, the city should pay its cost. It is to the manner of procurement of the corporation bond, or insurance, and to the [illegible] payment [illegible] that exception is [illegible] bond, or to the payment, in itself considered. We believe the sentiment and desire of this community is that the Common Council shall fix the amount of the Treasurer's bond at a reasonable sum; that he shall furnish, on his own account, the bond thus required in form and substance as contemplated by the charter, and as accepted heretofore from all former treasurers; that in addition to such bond the city should, for better protection than formerly enjoyed, obtain from some fidelity and casualty company and hereafter carry, no matter who may be its Treasurer, an insurance against loss by defalcation; and that the salary of the Treasurer should not be diminished a dollar below what it has been on account of this last extraordinary security, which no treasurer has ever been asked to give, or has given, or can be compelled under the charter to give. Experience with two defaulting County Treasurers, and with the late defaulting City Treasurer—all partisans and bosom friends of the Rochester Democrat, teach the lesson that Treasurers' bondsmen, however responsible they may be assumed to be, and however readily they may be accepted by the approving power, are a mighty uncertain class of community. It too often happens that some of them turn out to be worthless, and that those of them who are pecuniarily responsible turn out to be men who will only pay, if they ever pay, at the end of protracted litigation into which they drive city, county, or state, as the case may be, by their repudiation. The Common Council is right in seeking to doubly secure the tax payers: firstly, by the usual bond required by the charter from the treasurer; and secondly by the fidelity insurance required by prudence on the part of the city. The Council's resolution does not go about the business in the straight way it should, and that is all the fault that the UNION has found, or that can be found, with it.

MUST SETTLE AT ONCE.

To-day's Developments in the City Treasury Matter.

This morning the Finance Committee of the Common Council informed the bondsmen of ex-City Treasurer Davis that they must at once settle the amount of their liabilities or secure the sum. The committee and the bondsmen met in the City Clerk's office at 10 o'clock. Ald. Thayer, chairman of the committee, explained that it was not incumbent on the committee to bear the responsibility for delaying settlement any longer; that the people seemed to want immediate settlement; and that it was not unreasonable to ask the bondsmen to comply with the popular request.

There was a discussion lasting over an hour. At the end of that time an adjournment was taken until 4 p.m. to permit the bondsmen to consult their attorneys.

S. V. McDowell's inability to pay his share of the liabilities is a fact attracting some attention. In the County Clerk's office yesterday afternoon a deed was filed conveying two parcels of land on Union street and one in Irondequoit from Mr. McDowell to his wife, Emma E. McDowell, for an expressed consideration of $500. The deed states that the liens and incumbrances amount to $15,000. It is said that the value of the property does not greatly exceed the amount of incumbrance. One of the other bondsmen stated this morning that this deed does not alter the condition of affairs in the least; that it would undoubtedly be aside as there was no valid consideration. He stated that the other bondsmen have not as yet considered what legal steps they will take against Mr. McDowell; that this would be considered after the settlement with the city is made.

It is understood that Mr. McDowell has informed the bondsmen that he is unable to pay any portion of his liabilities. It is said that much of the property formerly owned by him has been used in recent years to satisfy creditors. He appears much "broken up" by the state of his affairs. It is learned there have been some rather warm discussion between him and the other bondsmen, however.

The property transferred yesterday by Mr. McDowell is subject to a mortgage of $10,000, given to Emma Herrick by Mr. McDowell in 1887.

At 5 o'clock this afternoon a special meeting of the Common Council will be held to consider questions connected with the new City Treasurer's bond. It appears that the three guarantee companies in the country will not guarantee to the extent of $200,000. Two of the companies are willing to guarantee $50,000 each, and the other company will probably not go much, if any, above that sum, it is said.

One proposition that will be made at the Council meeting, it is learned, is for the City Treasurer to furnish an individual bond for $50,000, and $50,000 more to be secured in one or more guarantee companies.

John Bower, in an interview, states that $25,000 bonds will be safer, with the rule of monthly statements enforced, that $200,000 would be without this rule, which was adopted at a recent meeting of the Common Council, it will be remembered.

The Post-Express.
ROCHESTER, TUESDAY, MARCH 11.

THE CHARTER QUESTION.

The morning papers seem shocked at the declaration of the POST-EXPRESS that it would refuse to consider Seth Low, president of Columbia college, the final arbiter in the municipal affairs of Rochester. They make it plain that they consider it unbecoming egotism on the part of a citizen of Rochester to have any opinion on the government of his own city unless it bear the *imprimatur* of the president of Columbia college. The *Democrat and Chronicle* is especially sarcastic over the idea that the editor of this paper should dare to have an opinion of his own and refuse to give it up because Seth Low holds a different opinion. It is so accustomed to *kotowing* before a boss of some sort that it seems to consider an upright attitude on the part of any ordinary man as a piece of unspeakable impudence.

This paper has no quarrel with Seth Low; but it has no superstitious reverence for him because he happens to live in another city and be president of some other college than our own. We esteem men and trust them and weigh their opinions in proportion as we know them—not holding any person grand and wise because he is far off and unfamiliar. And the probability is that if Seth Low were a citizen of Rochester and had proved his good sense and his disinterestedness here, this paper would hold him in as much esteem as it now holds various citizens who are dealing with the charter problem; and no doubt our esteemed contemporaries would despise him as a mere fellow-townsman, and go searching in Chicago or San Francisco or Boston for some pasteboard and gingerbread hero of far off reform to whom distance might lend its enchantment.

The POST-EXPRESS is strongly in favor of a new charter; but on certain points emphatically against the charter once submitted to the people and defeated—though recognizing that document as a good basis for any new one and acknowledging that most of the work done on it was well done and will have a permanent value. The *Democrat* affects to want the defeated charter; but only last winter it fought as hard as it could for the continuance of the board of education as it is, with sixteen members elected by the wards, while the charter in question proposed a board of education of eight members appointed by the mayor. The *Herald* appears to want the defeated charter and yet not more than a week ago it was clamoring for charter provisions against re-electing the mayor and the city treasurer, though, so far as we remember, no such provisions are embodied in that document.

The great danger in this charter business was that a clique should get together quietly, prepare a scheme from the material on hand, have it introduced in the legislature on the sly, and rushed through without giving the people of the city time to consider it or an opportunity of voting on it. Indeed, there were whispers abroad that this trick was to be played, if the co-operation of the democratic organ and certain democratic politicians could be secured. It is not likely that any such thing will be tried now. From the tone of the debate over the subject in the Chamber of Commerce last night, it is plain that the men of that body most active in favor of charter reform are as much opposed to any snap legislation as the masses of the people are. They want a new charter, but they are conservative enough to go slowly and cautiously and considerate enough to wish to act with the people as well as for them.

The common council is making a disgraceful record in its management of the city treasurer's affairs. The defalcation it has treated in the most gingerly manner possible and by an impudent prostitution of its power, deprived the people of their right to vote for a successor to Mr. Davis.—*Democrat and Chronicle.*

This is a pretty exhibition! The paper that talks in this way knew of the defalcation of the city treasurer and tried to conceal the fact altogether, as did the *Union* which has also been getting very noisy of late in the cause of reform. The POST-EXPRESS published the facts in regard to the defalcation of the city treasurer Saturday, February 15, and on Sunday morning February 16, the *Democrat* said: "The community was inexpressibly shocked on learning, yesterday, that there was a deficit in the city treasury amounting, in round numbers, to $60,000. The discovery of this fact was made by John Bower, who has, for sometime, been engaged in the examination of the books of the treasurer's office, on Thursday. It was communicated to Alderman Thayer, chairman of the finance committee, and to the bondsmen of Mr. Davis, the treasurer, immediately. It was practically confined to these gentlemen and to the counsel of Mr. Davis and his bondsmen, until yesterday morning, the hope being that the matter might be arranged and publicity avoided. Yesterday, however, the news began to be noised about, and the possessors of the secret became more and more numerous, until it became public property through the columns of the first edition of the POST-EXPRESS. . . . How much better settlement for the city might have been made had publicity been avoided, cannot be said; but concealment in cases of this nature is never practicable." For two or three days this paper was put upon its defense for not consenting to cover up the whole thing; but just so soon as public opinion had an opportunity to consider the facts and form a judgment, there was a change of sentiment. And now papers that tried to hide the defalcation are getting very fierce for virtue and reform.

Democrat and Chronicle
MARCH 12. 1890.

A NEW CHARTER.

From the action of the Chamber of Commerce Monday evening, it would seem that that body is not inclined to be precipitate in its movement for a new city charter. It favors the policy of discussion and deliberation. Probably, this is well. It may be that our citizens need to be more thoroughly informed in regard to the merits of a charter which would do away with many elective offices, and concentrate responsibility mainly in the hands of the mayor. To the DEMOCRAT AND CHRONICLE the proposition for such a charter appears so cogent that it feels assured, to-day, that such a charter would be the most potent of reformatory agencies in municipal affairs. To us it is plain that municipalities must be taken out of the environments of ordinary politics, and managed upon thoroughly business principles, if we are to rescue them from corrupt government, which must eventually result in bankruptcy and ruin. The plan of concentrated responsibility has been tried in other places, and has worked admirably. Why not try it here?

If, however, the people need to be educated, let them have that education which vital debate produces. Let them have arguments fortified by facts drawn from experience. No true friend of a new charter need fear to have all the light, that is possible to obtain, thrown upon it. It does not deserve to be, if it can not stand the most blazing rays of publicity. It may take time to induce the people to believe that the surrender of any power, which the suffrage ordains, is the dictate of wisdom. The masses do not easily part with any prerogatives that they possess, even if they are suffering the most grievous evils of mal-administration. They are not, however, insensible to their duty, when they are convinced as to what that duty is, especially if it can be shown that duty done is co-incident with benefits received.

Let, therefore, the agitation proceed. The DEMOCRAT AND CHRONICLE would gladly see the new charter, with concentrated powers as its fundamental feature, adopted to-morrow; but it can afford to wait for the fruition of its hopes, if good citizens generally can so afford to wait. Its strong desire is to help forward, by every reasonable word and every reasonable effort, the progress of public opinion to the desired end. It is quite indifferent to this journal whether the charter goes into operation under a Republican or Democratic mayor. It is the principle which it wishes to have vindicated. It believes in that principle, and will, we hope, be found working for its accomplishment.

A few words in conclusion. Our captious and self-satisfied friend, the *Post-Express*, revamps the outworn plea that the DEMOCRAT AND CHRONICLE cannot be cordially in favor of a revised charter because it was not willing, a year ago, to change the method of choosing the Board of Education. On more than one occasion we have answered this plea. We will do so once more. We are in favor—and have so stated time and again—of changing the mode of choosing the school board when such change shall be a part of a comprehensive change, which shall affect all branches of the city government; but we have been unwilling to reconstitute the school board as a scheme alone and by itself. There would be in this an individual distinction, unnecessary and impolitic to make. That is all.

FIVE PER CENT. INTEREST

Rochester Men Opposed to Senator Erwin's Bill.

THE ADIRONDACK PARK BILL

Signed by the Governor, With Numerous Other Measures—News and Notes on a Variety of Interesting Topics at the State Capital.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, March 11.—Messrs. Clinton Rogers, H. B. Hathaway and J. Y. McClintock, representing the Rochester Chamber of Commerce, attended the hearing this afternoon on the Erwin bill reducing the legal rate of interest in this state from 6 to 5 per cent. They were opposed to the measure and their views on the subject were ably set forth by Mr. McClintock, who addressed the committee as follows:

"We come representing the business men, manufacturers and mechanics of Rochester, to object to any attempt to fix the rate of interest at 5 per cent. We are all borrowers and will be injured by the enactment of such a law. If this bill becomes a law money will cost us more than it does now at the banks. It will not only injure men in business, but also the thousands of poor men who are shareholders in the more than one hundred loan associations in Rochester, and also the farmers, upon the prosperity of whom our prosperity depends. It

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[illegible] will benefit nobody except the agents for investments in Western states. The Chicago banks make a point of advertising that the legal rate in Illinois is 8 per cent., with loss of interest merely as punishment for usury, while in New York 6 per cent. is now the limit, with loss of contract, arrest, $1,000 fine, and six months' imprisonment as the punishment for usury. It is to our knowledge that if this bill becomes a law a very large amount of money now used by us in our business will be withdrawn and placed in other states, where money is worth, and can earn, very much more than 5 per cent. The sending of this money out of the state will be disastrous to all interests, and not less to the farmers than to others. We file with you an album issued by the First National Bank of Chicago, which shows that only eight states beside New York have now so low a legal limit as 6 per cent., viz.: Delaware, Maryland, New Hampshire, New Jersey, Pennsylvania, Tennessee, Vermont and West Virginia, while the following states have no legal limit: Arizona, California, Colorado, Connecticut, Dakota, Florida, Maine, Massachusetts, Montana, Nevada, Rhode Island, Utah, Washington and Wyoming."

Mr. McClintock and Mr. Rogers will appear in advocacy of the Myers voting machine bill of Senator McNaughton, which comes up for a hearing to-morrow before the Senate general laws committee.

On Thursday afternoon they will attend the hearing on the pending state highway bills before the Assembly ways and means committee. They favor the Richardson bill.

ROCHESTER MORNING HERALD

ARCH 12, 1890.

FROM MONROE.

GENTLEMEN WHO HAVE BUSINESS AT ALBANY.

Important Committee Hearings This Week—Session Laws at City Libraries—State Excise Commission Bill.

Special dispatch to the Morning Herald.

ALBANY, March 11.—The assembly committee on cities made short work of the Rochester school bill. Senator McNaughton spoke for about two minutes and then the committe agreed t report it to-morrow.

Albany was full of men from Rochester to-day. Hon. Leonard Burrett and Supervisor Samuel A. Ketcham came to attend the hearing to-morrow on the bill changing the care of the county insane to state asylums. School Commissioner James M. E. O'Grady came to look after the big school bill in which Rochester is so much interested. From the chamber of commerce there came Clinton Rogers, H. B. Hathaway, and J. Y. McClintock as a committee to oppose the bill of Senator Irwin reducing the legal rate of interest to 5 per cent.

In this connection it might be well to say how busy the week will be in regard to committee hearings. On Wednesday afternoon there will be another hearing before the assembly committee on ways and means, on Assemblyman White's bill reducing the duty on salt from one cent to one half cent. It is said that there will be a large attendance of salt men from Wyoming valley and other parts in the west of the state. They were not here a week ago. The state asylum bill for the insane will also be heard before the assembly committee on state institutions. Monroe county, along with New York and Kings, is exempted. A hearing will be given by the committee on general laws upon the Myers electoral voting machine, by means of a booth, etc. This is of considerable interest to the people of Rochester because the machine was invented there.

The Indian reservation bill, introduced by Mr. Whipple, will also have a hearing to-morrow. The canal committees of the senate and the assembly will have a joint hearing upon the bill to reduce the charges of canal boatmen and also upon the bill to lengthen more of the locks on the canal. Skaneateles water will come up for another hearing on Thursday; also, the Hendricks high license bill, both of these being in senate committees.

Senator McNaughton has arranged so that as fast as the session laws are printed they will be sent to the Powers law library and to the library of the court of appeals. This is for the convenience of the courts and members of the bar in Rochester. Hitherto it has sometimes been weeks after the passage of a law before it appeared in other parts of the state than Albany unless special efforts were made to obtain that particular law. By Senator McNaughton's foresight the legal fraternity of Rochester will be accommo-

dated [illegible] cordial [illegible]

Assemblyman L'Hommedieu has introduced a bill allowing the Orleans county agricultural society to borrow a sum of money not to exceed $5,000 to pay for new buildings, etc.

Assemblyman King says, in regard to his bill creating a state excise commission, that it must certainly be be amended in several respects before it can pass the assembly; if, indeed, it passes at all. The bill as introduced allows the three commissioners to be named to the governor [for confirmation by the senate] by the state committees respectively of the democrats, republicans and prohibitionists. This feature of the bill has been very much criticised in all quarters, because it brings politics directly into the makeup of the commission. Therefore the bill will be amended so as to provide that the commissioners shall be created in some way that will be very much better than this. Exactly what that way will be has not been determined. But even with this change, it is very doubtful if the bill can pass the assembly.

There were all kinds of rumors this morning as to what Assemblyman Rhodes intended to do in regard to the assault upon him by one of the reporters of the New York Times last evening. Mr. Rhodes said that he would do nothing for a day or two at any rate. The general impression is that he will do nothing at all, but let the matter pass.

Judge Henderson of Randolph and J. J. Inman of Salamanca are here.

George W. Lawton and another brought action against William N. Steele to recover the value of 16 hoop or fyke nets destroyed by the defendant as a state game and fish inspector, and to test the extent of the police power under chapter 991, laws of 1880, in regard to the taking and destroying of nets. The action of the fish and game inspector is upheld, as is also the constitutionality of the act in a decision by the court of appeals the other day.

M.

DEATH OF HENRY S. HEBARD.

The HERALD's bulletin yesterday morning respecting the condition of Henry S. Hebard prepared our readers for the sad news we have to announce to-day. Mr. Hebard died at ten minutes to seven o'clock last evening of pleuro-pneumonia, the result of a heavy cold contracted just before a recent visit to Washington and doubtless strengthened by the exposure, broken rest and labors incidental to such a journey at this time of the year.

It is a sorrowful task to write of this esteemed and honored citizen as one numbered among the dead. He was so recently with us, apparently in the vigor of health and the maturity of his usefulness, receiving the congratulations of his fellow citizens upon his appointment as postmaster of this city, arranging his plans for taking possession of his office and of his quarters in the new government building, and appearing in every way so well equipped for years of substantial public service, that the sudden summons which comes, sooner or latter to all, seemed strangely ill-timed in his case, to speak of it from our limited human outlook. He was to have entered upon the dutes of postmaster on Monday, which was his sixty-third birthday, if he had not been prostrated with the illness that has unhappily proved fatal to him.

For fifty-nine years, as boy and man, Henry S. Hebard has lived in Rochester. Few citizens were better known or more highly respected by our people than he. It was his aim to establish and his pride to maintain a reputation unsullied by any act or association not in harmony with the principles that govern an honorable manhood and citizenship. A business man of approved integrity, he enjoyed the unlimited confidence of the men in this city whose indorsement is best worth having. Intelligent and conscientious in meeting the obligations imposed upon him by his relations with his fellow citizens, he was one who could be depended upon in an emergency by his party or by the public at large. Politically he has been a republican since the organization of the party of that name, and was an anti-slavery man long before that party was organized to resist the encroachments of slavery upon the territorial domain of the United States. He belonged to a family that was sturdy and deep in its convictions respecting the evils of the institution that finally brought on the civil war, and those convictions were like an anchor to him in his relations to public affairs so long as slavery or any of its resulting issues remained in the field

[illegible] politics. During [illegible] decisions over [illegible] candidacy for the postoffice when his services to his party were questioned by some of the friends of opposing candidates, he said to the writer, with much feeling, that he was a republican before there was a republican party and when it meant something more than it does to-day to be a republican.

Mr. Hebard's prominence in local affairs has been shown by the places he has occupied with credit to himself and to the advantage of the public. He was for six years an alderman. He was also police commissioner, supervisor, member of the board of public works—now the executive board—manager of the House of Refuge, on the republican ticket for presidential elector in 1880, and a member of several of the state conventions of his party. Twice he ran for mayor of this city, once in 1862, and again in 1864, and was defeated only by a small majority on each occasion. He has also been president of the East Side Savings bank since—we believe—its organization, and has also occupied a number of minor offices in social organizations.

By his death Rochester loses one of its most substantial and worthy citizens and a pleasant home loses a husband and father ever indulgent, thoughtful and affectionate in his intercourse with its inmates.

COUNTRY ROADS.

The Livingston Democrat, after quoting a recent article from the MORNING HERALD on the subject of macadamizing two roads in each county of the state in accordance with the plan proposed by Governor Hill, suggests that the figures given by Mr. Bogart, state engineer and surveyor, are two low. The paper named says that "good and substantial macadam road cannot be built for $3,000 a mile as he estimates. It will certainly, if built with a view to permanency, cost twice that sum, and the total of $9,000,000 will easily swell to $20,000,000 before the 3,000 miles of road mapped out are completed. If the state roads are not built to stay no one wants them, and they cannot be made permanent at the figures Mr. Bogart names."

The concluding statements of the Democrat are sound. We want first class roads or none, if the state is to undertake the work; but we believe that, whatever they may legitimately cost, they will pay for themselves in a very few years.

The same paper already quoted shows that Mahoning county, Ohio, is about to macadamize, at a cost of $100,000, all its country roads. The enlightened farmers of that county have discovered that it is the best economy to tax themselves and secure roads over which they can drive and haul the products of their farms to market without the loss of time and the other evils inseparable from bad roads. The town of Sweden, Monroe county, as we believe we have previously announced, has a stone crusher for use in the improving of its roads.

It is gratifying to note the increasing interest in the rural districts as well as in the towns and cities on this subject. Even opposition is preferable to apathy. Out of this discussion must come an improved system of highways within a very few years.

PENALTY FOR BAD CITY GOVERNMENT.

Another great stove manufacturing firm, employing 1,200 men, is going to move from Troy to the west, thus following the example of Rathbone, Sard & Co. This is the Fuller & Warren company, and it is going to Joliet, Illinois. The rapid increase of cost in manufacturing in Troy, owing in large part to extravagant and corrupt municipal government, is one of the principal reasons given by the firm to the Troy Times for their determination, although the saving of freights is a matter of no small importance. But bad local government will not only drive off large industries which have the means to move and the business instinct to seek the most favorable location, but it deadens and finally kills off the smaller and less courageously managed establishments whose owners do not realize the danger to which they are exposed until their strength is too far sapped to resist decay. The great body of citizens in a municipality are honorable and they are strong enough to throw off corruption and install honest government in its place whenever they make up their minds to do it. But they often permit themselves to be first ground almost to death. A healthy, growing city can stand very much of this sort of abuse, but when corrupt forces get in the ascendency stagnation has already spread a pall over the place.

MR. HEBARD DEAD.

HE EXPIRED EARLY LAST EVENING.

The New Postmaster Never to Take His Office—Sketch of a Busy Life—Political and Commercial Honors.

Henry S. Hebard died at ten minutes before seven o'clock last evening at his home, 16 Howell street. The announcement of the dangerous condition of Mr. Hebard, made yesterday morning in this paper, occasioned much surprise and regret, as only a few intimate friends had anticipated the possibly fatal termination of his disease. He grew steadily worse all day yesterday. In the forenoon Dr. W. S. Ely was called to consult with Dr. E. M. Moore, sr., and Dr. E. M. Moore, jr., the attending physicians. The physicians gave the family no hope of Mr. Hebard's recovery and it was thought that he could not live more than two or three hours. The spark of life did not go out, however, until the time mentioned. He was conscious until within an hour of his death.

Mr. Hebard died of pleuro-pneumonia, resulting from a cold contracted while in Washington early last week. He went to Washington to receive his commission as postmaster. Postmaster General Wanamaker suggested to the appointee that he should visit the New York office for the purpose of inspecting it.

While in New York he stopped at the Gilsey house. A young man, with whom he was acquainted, was also stopping there and was taken sick. Mr. Hebard spent much of one night at his bedside, and in so doing probably endangered his own health.

He returned from New York on Thursday last and was obliged to go to bed immediately. His disease developed into pleuro-pneumonia and soon extended to both lungs. This made his recovery impossible, notwithstanding his naturally strong constitution. The funeral arrangements have not been made as yet. They will be announced hereafter.

Henry Shipman Hebard was born in Saugerties, Ulster county, March 10, 1827. It will thus be observed that he had just passed his sixty-third birthday. He was the son of Zebulon Hebard and came of sturdy New England ancestry. When about four years of age the father removed his family to Rochester. This was in 1831, four years before the incorporation of the municipality. Here he had lived ever since, taking due pride in the development of the young city of whose best interests he was ever watchful. The lad received his education at the public schools and at the old Collegiate institute, where he had the advantage of being a pupil of Dr. Chester Dewey, the most famous of Rochester's early teachers.

Mr. Hebard reached his majority at the time when so many young men were rushing to California in search of gold. He was attracted by the tales of untold wealth lying in that distant section and prepared to make a journey westward. His father did not desire that he should carry out his plan and offered him an interest in the marble business. This fixed the vocation of the deceased and the Hebard marble works, established by the father, enlarged and developed by the son, became well known all through the state and the union. The firm has not only furnished marble and granite monuments and tombstones, but has dealt largely in mantels, tiles and ornamental fire fixtures. The elder Hebard died in 1852. For a time the son conducted the business in partnership with Thomas Graham, and also with his brothers, Charles W. Hebard and Robert R. Hebard. Since 1857, however, he had been the sole proprietor of the business and it had brought him both wealth and a reputation for square dealing known as widely as is the name of his firm.

In 1869 when the East Side Savings bank was organized, Mr. Hebard became its vice-president. Since 1876 he had been president of the bank. For several years he was the president of the New York Mutual Aid society, an insurance company. About two years ago Mr. Hebard, perceiving that the company was not in the most satisfactory condition, secured the transfer of its policies to the Massachusetts benefit society and wound up its affairs. By doing this he saved much financial loss to the policy holders for which they have often expressed their gratitude.

The citizen who has passed away was one of that galaxy of well-known business men who gave much time and care to public affairs during the early years of the city's history. From 1857 to 1862 he served continuously as a member of the common council, representing the Fourth ward, in which he had always resided. In those days each ward was entitled to two aldermen. Mr. Hebard's colleagues from the Fourth were John T. Lacy, G. W. Lewis, I. S. Waring and C. M. St. John. Among the men who represented other wards while Mr. Hebard was an alderman there may be mentioned Jacob Howe, G. G. Cooper, Henry L. Fish, Lewis Selye, John Lutes, Thomas Parsons, W. A. Reynolds, N. C. Bradstreet, John C. Nash, Aaron Erickson, James Brackett, D. A. Woodbury, Patrick Barry, John H. Brewster, Jason W. Seward and Louis Ernst. Mr. Hebard's long

service in the common council gave him an experience in municipal affairs which led the republican party to nominate him for mayor in 1862. Although he made an excellent run he was defeated by a majority of 37 votes. Michael Filon was chosen, he being the democratic candidate. Two years later he was again the candidate of his party for mayor, but was defeated, this time by Colonel James Brackett. Colonel Brackett's majority was only some 140 votes. In 1865 Mr. Hebard became a member of the first police commission. Jacob Howe was his colleague and together they laid the foundations for the present police department of Rochester. He continued to act as police commissioner until 1872. In 1873 and 1874 he was a member of the old board of public works, where he was associated with George H. Thompson, William Purcell and Martin Briggs. In 1875 he was chosen supervisor of the Fourth ward but refused a renomination in the following year. This was his last city office, although in one of Mayor Parsons' earlier campaigns he was prominently mentioned as a republican candidate for mayor.

The deceased had, however, served for several years as one of the managers of the Western House of Refuge, now the State Industrial school, having been appointed by Governor Robinson. He was for one year president of the board. In 1880 he was a presidential elector and cast his vote for Garfield and Arthur. His high standing in the republican party, to which he had belonged since its organization, was well evidenced by the action of President Arthur in offering him the appointment as postmaster of Rochester. He declined the honor in favor of D. T. Hunt, who held the office at the time and was again appointed. The excellence of President Arthur's judgment was affirmed by President Harrison when, on the 13th day of last month, he sent to the senate the name of Henry S. Hebard to be postmaster. The appointment ended a long strife for the position and was an assurance to the business community of an efficient administration of the office. To a HERALD reporter who called upon him on the evening of February 13th, Mr. Hebard said: "It shall be a first-class postoffice if it can be made one." There is but little doubt that he would have been able to carry out this ideal had his life been spared, for he possessed marked administrative ability. In his conversation with the newspaper man he showed plainly his gratification at the honor bestowed upon him and chatted pleasantly about the completion of the new government building, which he was destined never to enter in an official capacity. The nomination of Mr. Hebard was promptly confirmed, and had his health permitted he would probably have taken charge of the office on Monday, his sixty-third birthday.

The deceased was for 15 years a volunteer fireman and was at his death an exempt. He had also served for several years as a trustee of the fire department. This latter position he had just resigned, his successor having been chosen on Monday evening. He was a Scottish Rite Mason and a member of Valley lodge and Monroe commandery, together with the various intermediate degrees. He had for many years been a trustee of the First Methodist Episcopal church and had served as president of the board. He was regular in his attendance upon divine worship and it is only a week ago last Sunday that he was in his accustomed place in church. This was just before he started for Washington. The deceased was the president of the Hebard club, a social organization which bears his name. It is composed of well-known Rochester men and a few from out of town, including Superintendent George H. Burrows of the New York Central. This club has for many years enjoyed excursions to various localities in western New York.

In 1853 Mr. Hebard was married to Miss Harriet M. Hazen, who survives him. She was a niece and adopted daughter of Benjamin Shipman, for many years the treasurer of Genesee college at Lima. The deceased leaves three daughters, Mrs. John P. Weston, Mrs. F. R. Campbell and Mrs. Anson S. McNab, and one son, Benjamin S. Hebard, all of whom reside in this city. He also leaves two brothers, Charles W. Hebard of this city and Robert R. Hebard of Irondequoit, and one sister, Mrs. Walter S. Buck, also of Rochester.

Mr. Hebard had many warm friends who speak of him in the highest terms of respect. He was a man of steadfast integrity and one whose character was above reproach. In his relations with others he showed a due consideration for their rights and feelings. One who had known him long said last evening that he was especially notable for his lack of selfishness. Endowed by nature with conspicuous business talent and a keen insight into human nature he stood in the community as a type of the upright citizen and man of affairs. His death will be much regretted all through the city where he had dwelt so long.

THE LAW INVOKED.

DAVIS' BONDSMEN TO BE SUED.

Aldermen Decide to Take an Important Step—McDowell Confesses His Inability to Pay—New Bond Reduced to $100,000.

For several hours yesterday the finance committee of the common council and the bondsmen of ex-City Treasurer Davis were in consultation. In accordance with the plan made public in yesterday's HERALD, the committee pressed the bondsmen for an immediate settlement, but could get no satisfaction. One bondsman was willing to pay his share at once in cash, but two others expressed themselves as unable to do this at present, while McDowell acknowledged his inability to pay his share at all. The two bondsmen who wanted time declined to mortgage their property in order to furnish security for the city. Two conferences were held—one in the forenoon and the other in the afternoon, the bondsmen consulting their attorneys between the meetings.

A special meeting of the common council was held immediately after the second conference, and 11 aldermen gathered in the council chamber shortly after five o'clock. In the absence of City Clerk Sheridan, who is confined to the house by a bad cold, City Messenger Irwin acted as clerk. After calling the roll Mr. Irwin read the call for the meeting, signed by President Tracy as acting mayor, in the absence of Mayor Parsons, who is out of town.

Then Alderman Thayer rose and said: "In looking up the bond question we have found that it isn't customary for fidelity companies to issue bonds to municipalities. These companies issue bonds in small amounts to banks and similar corporations which are subject to periodical examinations by state or national authorities. We can get a bond from each of two guaranty companies insuring the city treasurer for $25,000, making a total of $50,000." The alderman then moved that all action taken at the council meeting of last Wednesday in relation to the bond of the new city treasurer be reconsidered. This was done, and then the clerk read the following communication from John Bower, sent up by Alderman Thayer:

Alderman H. G. Thayer, chairman of the finance committee:

DEAR SIR: You have asked me to put in writing my opinion, expressed orally on several occasions, in reference to the amount of the bond to be given by the newly elected city treasurer, in order to properly protect the city against any future loss by defalcations, arising from any cause whatever.

I repeat then, in this form, that I think $100,000 is ample security, and to require any larger sum is utterly useless—indicative of a reactionary extreme rather than of a calm consideration of the actual necessities required by existing circumstances.

By adopting, as the common council has already done, my recommendation that section 88 of the city charter be so construed as to require the city treasurer to report monthly "cash on hand, as shown by the ledger balance, and cash deposited in the several bank depositories to the city's credit," I am fully persuaded that the city treasury will be better protected than it has ever been before.

The reasons for this belief were given in my report, and therefore, I will not now repeat them. Yours truly, JOHN BOWER.

March 11, 1890.

The amount of the new bond was then fixed by the adoption of this resolution:

Resolved, That the bond of the city treasurer be and the same hereby is fixed in the penal sum of $100,000.

Another resolution was offered by Alderman Thayer empowering the finance committee to employ a competent person to make monthly examinations of the city treasurer's accounts at an expense not to exceed $250 per annum. This was amended at Alderman Kelly's suggestion so that the examiner is to be appointed "from time to time," and not for a stated period, and was then adopted.

Having made these arrangements for the future, the aldermen turned their attention to the bondsmen of the ex-treasurer. The chairman of the finance committee made this statement: "The finance committee has spent a large portion of the day with the bondsmen. We have given them what we thought was a liberal allowance of time. We expected to have reached a settlement before this and thought that to-day we should certainly come to an understanding. But they wanted more time. Last evening, after a meeting in the afternoon, we learned that one bondsman had transferred his property. I immediately called the committee together, and this morning we again met the bondsmen and demanded an immediate settlement. One bondsman is ready to pay cash, but two are not quite ready to do this, nor are they yet ready to give security. This is the situation. The finance committee has decided that it cannot take the responsibility of further delay. The bondsmen have an option on Mr. Davis' property that expires Tuesday noon. They think that they can settle in two weeks, but do not say positively that they will. They do not feel disposed to mortgage their property in the meantime to give us security. So we have come to you for further advice."

Alderman Sullivan: "I should like to hear what the city attorney has to say on the subject."

City Attorney Ernst: "This question is one that appeals to the judgment and good business common sense of the gentlemen of the common council. The bond for $50,000 is good for twenty years, so far as that is concerned. The only question is whether the bondsmen will be as good, financially, two weeks from to-day as they are now. Three of the bondsmen are worth from $50,000 to $70,000 each. Their reputation as business men is well known. The other gentleman was not worth the amount for which he qualified at the time he signed the bond. There is no question of law involved."

Alderman Kelly: "If this matter were my private concern I should say, 'Give the bondsmen all the time they want,' knowing them as I do. But we represent the people. So I think that some action should be taken. The city should be protected, so that in two weeks from to-day this property will be secure to us. The finance committee is entitled to great credit for its management of the affair so far. I am informed

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that there is no law to prevent any bondsman from transferring his property to-morrow morning if he likes. I do not know that any of them would do this, but simply state the fact. I do not feel that I can vote to give them all the time they want. In some way this bond should be made a lien on the property of the bondsmen. As representatives of the people I do not think we have any right to take any further chances in a matter of so great importance as this. The bondsmen should at least guarantee that the city will be as well off in two weeks as it is to-day. I do not like the situation of things. The bondsmen should pledge their property."

Mr. Ernst: "We have been trying all day to get some security from the bondsmen. The gentlemen refuse on the ground that it would injure their business credit if they gave mortgages on their property as security. This is probably so. I know of no way in which security can be given the city except by mortgaging the property. Nothing can now be done by the city except to begin an action on the bond. For purposes of delay the bondsmen might set up a technical defense, and it might be a year or two before a trial could be had. There is nothing to hinder the bondsmen from transferring their property, if they did so in good faith, even after an action had been commenced."

Alderman Shelter: "It seems to me that there must be some way to get at this matter. I for one am not pleased with the way things are going. The citizens are getting stirred up on the subject, and they are watching our actions closely. The sooner we do something the better for us."

Alderman Kohlmetz: "I do not want my grandchildren to say that Alderman Kohlmetz served on the finance committee and let the city treasurer's bondsmen slip through his fingers without paying. I believe we can be secured in some way. We must be."

Alderman Kelly: "It seems to me that we should have the bondsmen before us. Therefore, I move that we adjourn until ten o'clock to-morrow morning and that the bondsmen be notified to appear at that time."

Alderman Thayer: "The bandsmen understand the matter perfectly now. I asked them to come up stairs and attend this meeting, but I do not see them here."

Alderman Schroth: "This meeting was called to advise the finance committee. As a member of that committee, I am satisfied that this matter ought to be settled right in this meeting. We have been working at it now over two weeks, and it is time that something was done. Suppose this option that is to expire on Tuesday should result unfavorably to the bondsmen? Then we would be no better off than we are now."

Alderman Kelly withdrew his motion for adjournment on these representations. Then Alderman Schroth moved that the city attorney be directed to begin an action against the bondsmen of the late city treasurer unless security be given for the payment of the bond. The motion was seconded by Alderman Judson, and, when the question was put, all the aldermen voted for it. Aldermen McMillan, Fee, Lempert, Selye and Swikehard were absent. Subsequently the motion was reconsidered and amended so as to direct the city attorney to commence the action forthwith. Then it was adopted, and the council adjourned.

City Attorney Ernst said, after the meeting, that the action would be begun just as soon as the necessary papers could be prepared.

James Fee is the bondsman, alluded to above, who has offered to pay his share in cash.

In an interview yesterday Mr. McDowell admitted his inability to pay his share on the bond and said that he was hampered by financial need. He says that he made no secret of this from the day of the defalcation. Mr. McDowell appears to be much distressed by his unenviable position.

DISCUSSING THE CHARTER.

An Interesting Meeting of the Rochester Real Estate Exchange.

The Rochester real estate exchange held its regular semi-monthly meeting last evening at the office of Horn & Onderdonk, 16 State street. The following named members were in attendance: F. W. Warner, president; Hon. Henry L. Fish, treasurer; M. L. Hughes, secretary; L. W. Horn, A. S. Onderdonk, H. S. Redfield, E. Riley, O. F. Seidell, J. W. Tucker and W. H. Holton.

President Warner, after calling the meeting to order, alluded to the fact that the subject of a new city charter was the one uppermost in the minds of the people of Rochester at the present time and thought the exchange ought to make its influence felt in the matter. As for himself he thought the new charter should confer more power on the mayor. He said that it was an established principle that a business controlled and directed by one or two master minds was much better assured of prosperity than one in which the responsibility was placed in the hands of a greater number. He also thought that the charter should be submitted to the people at a special election in order that the result might not be influenced by other issues.

Ex-Mayor Henry L. Fish opposed the idea of concentrating any more power in the mayor. He said that his experience as a city official in various capacities had thoroughly informed him of the methods employed by the politicians in managing the officials. Recent developments in the city treasury department, he said, gave evidence of a rotten condition of affairs in the city government. He was informed that [illegible] the most expensive board [illegible] members of the common council had overdrawn their salaries. Our present charter is not a very bad one if only its provisions were observed," continued Mr. Fish. "It would be plenty good enough if all our officials were honest. [illegible] arises from the fact that not all of them are of that sort."

After some further discussion in which Messrs. Redfield and Onderdonk took part, a committee consisting of Messrs. Onderdonk, Fish and Redfield was appointed to look into the matter further and report at the next regular meeting of the exchange, which will be held on the evening of March 25th at the office of Warner & Bradley.

Resolutions condemning the scheme to divert the waters of Skaneateles lake from state purposes were adopted. A copy of the resolutions will be forwarded to Senator McNaughton, who will be asked to present them to the legislature and to use his influence to defeat the proposed measure.

The Post-Express.

ROCHESTER, WEDNESDAY, MARCH 12.

Have the Tax-Payers Been Outraged?

TO THE EDITOR OF THE POST-EXPRESS.

The *Union* has lately made the wonderful discovery that the taxpayers of Rochester have been "outraged"—in other words, that they have been "compelled" to pay $116,000 on account of bridges over the canal for the state. Will the *Union* have the kindness to state the date of the act and chapter "compelling the tax-payers of Rochester" to pay $116,000 for bridges that the state does not want? The state does not want lift nor swing bridges. Is it not true that the tax-payers of Rochester have asked the state authorities for permission to build swing and lift bridges for their own convenience? Has not the *Union* advocated and rejoiced, in common with the citizens of Rochester, in the passage of different acts of the legislature permitting the citizens to build lift bridges at their own expense, provided the state would allow them to do so? Why misrepresent the matter now? No one can conceive why, unless the editor has been in sight of the canal recently and seen the "ghost of De Witt Clinton" or a "canal pirate" from Buffalo quietly passing along near the editor's sanctum sanctorum.

GREEN.

LET IT PROCEED!

It is worth while to take up some points in the amusing leader of our esteemed contemporary, the *Democrat and Chronicle*, of this morning:

> 1. From the action of the Chamber of Commerce Monday evening, it would seem that that body is not inclined to be precipitate in its movement for a new city charter. It favors the policy of discussion and deliberation. Probably this is well.

It is, indeed, very well; but this grudging acquiescence indicates that another scheme was on foot and that somebody or other was planning to rush a new charter through the legislature without discussion or deliberation.

> 2. To us it is plain that municipalities must be taken out of the environments of ordinary politics and managed upon thoroughly business principles, if we are to rescue them from corrupt government, which must eventually result in bankruptcy and ruin.

The paper which makes this statement has been uniformly partisan in municipal matters, and so slavishly partisan that at the election of last week it supported men whom it afterwards acknowledged to be corrupt and unworthy of support. Here is a confession, in a general way, of the danger of ruin and bankruptcy inherent in our municipal politics; and yet our esteemed contemporary has for fourteen years upheld the head of our city government, the board of education, the excise board, and for a great part of the time, the executive board and other departments, simply on partisan grounds. It now acknowledges corruption where it formerly asserted purity. The POST-EXPRESS is independent, but it does not quarrel with a party paper because of its partisanship, if that partisanship does not degenerate into self-abasement and slavery.

> 3. If, however, the people need to be educated, let them have that education which vital debate produces. Let them have arguments fortified by facts drawn from experience. . . . It may take time to induce the people to believe that the surrender of any power, which the suffrage ordains, is the dictate of wisdom. The masses do not easily part with any prerogatives that they possess, even if they are suffering the most grievous evils of mal-administration. They are not, however, insensible to their duty, when they are convinced as to what that duty is, especially if it can be shown that duty done is co-incident with benefits received.

What lordly concession and condescension to the people! "Oh well, it's a bore, but let the herd be instructed. Give the *canaille* object lessons. They are pig-headed to be sure; but it is possible to get them to go with you if you can appeal to their self-interest." This is what lies between the lines. If a man says that he doesn't value the opinion of Seth Low, president of Columbia college, any more than one of the rags of Lazarus—that is astounding egotism; but it is all right to talk of the people of Rochester with lofty disdain, as if they were a colony of black beetles. So long as you are abject enough to Tom Platt or Seth Low, or some other Great Personage, no amount of insolence and impudence to your fellow citizens can make you anything but an unpretentious, modest fellow "who knows his place!"

> 4. Let, therefore, the agitation proceed.

"Is Finnucane here?" said the duke of Wellington before the battle of Waterloo. "He is, yer Grace." "Thin let the battle proceed!"

THE UNION AND ADVERTISER

ROCHESTER, N. Y., MARCH 12, 1890.

[illegible] THE CHARTER.

The attempt of the putative fathers of the "reform" charter of four years ago to resurrect their bantling and breathe the breath of life into it at a Chamber of Commerce meeting Monday night proved a dismal failure. That charter was submitted to vote of the people at the charter election of Tuesday, March 2, 1886, and was rejected by a majority of 1,352. Mayor Parsons was at the same time re-elected by a majority of 3,734 over George W. Archer. The UNION opposed the principle of centralization of power in the Mayor alone, with regard to the appointment of heads of departments, which the proposed charter affirmed, but as a matter of expediency was willing to see the experiment tried, provided the one-man power was not placed in the hands of Mayor Parsons to perpetuate himself in the office of chief magistrate of the city. The people voted the charter down, while re-electing the Mayor. They thus endorsed the UNION's position, and verified the truth of its oft-repeated statement that the men who elected and re-elected Mayor Parsons to serve their own purposes, were not willing to vest in him the extraordinary and arbitrary authority proposed in other directions. There were, no doubt, in the repudiated charter many needed changes and excellent provisions, and these may be revived in the formation of a new charter when the proper time comes for revision. But adoption of that charter in its entirity is out of the question.

Meantime, and at the present session of the Legislature, amendment should be made to the charter of the city and the treasury law of the county in conformity with the resolutions unanimously adopted by the convention that nominated William Carroll for Mayor, and that were ratified by a majority of the people in his election. Following the reasons set forth by preamble, the resolutions read:

> Resolved, That the representatives of this Senatorial and Assembly district in the Legislature be and hereby are requested to cause an amendment to be made to the charter of Rochester providing that hereafter the terms of the Mayor and the City Treasurer respectively shall be three years, and in like manner with sheriffs they shall be ineligible for the next three years after the termination of their offices.
>
> Resolved, That the Democrats of the city of Rochester in convention assembled hereby condemn and denounce the various unlawful acts in county and city offices as crimes against the well being of community that deserve to be severely punished as the malfeasances and felonies they are, and give pledge that if the people will entrust them with the power in county and city offices thus prostituted to base uses by Republican incumbents, they will, through their chosen representatives, exercise it to the end of faithful administration of the laws and honest public service.
>
> Resolved, That the representatives of this Senatorial and Assembly district in the Legislature be and hereby are requested to cause an amendment to be made to the Monroe County Treasurer Act of 1875 providing that hereafter the payment of any money by the Treasurer, except as may be specially directed by state statute, without an order directly upon him made by affirmative vote of a majority of the members elected to the Board of Supervisors, shall constitute a felony; and providing also that the Treasurer shall, in the language of the constitution in regard to sheriffs, "be ineligible for the next three years after the termination of his office."

By these resolutions the UNION and the Democracy of the city are bound to stand. If we are to have a general revision of the charter by act of the Legislature next year, or any genuine reform in the city government, the first and all essential step to be taken is in the engrafting of these proposed amendments, approved by the people, upon the charter as it is, and upon the county treasury law, this year. The limitation of the terms of the Mayor, City Treasurer, and County Treasury, to three years, will brush away conditions that now stand as the first and chief obstacles to desired reform. Each of these officers will then be divested of all motive for, and all interest in, such a use of his powers as he has heretofore invariably made to secure re-nomination and re-election. In such a situation many who are now on principle opposed to the one-man power in the chief executive of the city might be willing as a matter of expediency to give it a trial. Without committing itself to anything in the future, the UNION is willing and desirous to see carried out the propositions upon which Mr. Carroll was elected Mayor over Mr. Parsons, and which the people endorsed by their votes, and believes that if carried out the work of charter reform will be commenced in earnest and may be carried to completion with the concurrence of all parties and all elements in community.

[illegible] from Pittsburg to the New York Sun bearing date March 11th, says: H. Sellers McKee has become a street railway magnate on a large scale, having become sole owner of the street railway system in several eastern cities. In these transactions, involving several millions of dollars, Murray Vernor has been Mr. McKee's confidential agent, and it is upon his judgment that the investments have been made. Mr. McKee's purchase of the Birmingham system in this city was an experiment. He developed the line, increased its business and will put the Thomson-Houston electric system on. The street railways of Rochester, N. Y., have been under Mr. McKee's control for six months, and the receipts have increased one-third. The electric system will go into operation there on April 1st.

The Rochester & Brighton Beach railway is a part of the system. It is fifteen miles long, running to Lake Erie.

The system of Buffalo was next purchased by Mr. McKee. The sale was made nearly two weeks ago and included every foot of street railways in the city. The Thomson-Houston motive power will also be applied there. Mr. Murray Verner will remove from Pittsburg to Buffalo in the spring to take charge of the railways of Buffalo, Rochester and one other city.

Newark, N. J., comes next on the list of Mr. McKee's acquisitions. The street railways there were reported some weeks ago to have passed into the hands of the Elkins syndicate of Philadelphia. The report, though widely credited, is only true in the fact that the syndicate tried to buy the lines, but Mr. McKee got ahead of it. Electricity will also be applied there, and the stock, which has been quoted at 400, is expected to appreciate.

The negotiations for the Syracuse street railroads were concluded in New York city to-day. It is supposed that Mr. McKee has invested fully $5,000,000 in street railways within the past year.

COMMON COUNCIL ACTION

INSTRUCTING THE CITY ATTORNEY TO SUE THE BONDSMEN.

Aldermen Decide Not to Wait Any Longer—Reasons for Taking This Step—Bond of the New City Treasurer Fixed at $100,000—Yesterday Afternoon's Special Meeting.

President Tracy occupied the chair at the special meeting of the Common Council held at 5 o'clock yesterday afternoon, and in the absence of Clerk Sheridan his duties were performed by Messenger Irwin. In opening the meeting, President Tracy explained that it was called at the request of the Finance Committee in order to consider matters connected with the city treasury.

Ald. Thayer stated on behalf of the committee that there had been a misunderstanding of the scope and methods of guarantee companies; that the committee has learned that these companies are used to dealing with banks and similar corporations, not municipalities; that they issue bonds in small amounts, but cannot furnish bonds to the amount of $200,000, the various companies not being willing to furnish joint bonds; that they deal with institutions subject to periodical examination by State or national authorities, not making their own examinations, as had been supposed; that therefore it seemed necessary to go back to the old methods.

On motion of Ald. Thayer all the resolutions adopted March 5th and 6th, relating to the City Treasurer's bond, were reconsidered and indefinitely postponed. The following communication was submitted and read:

> *Alderman H. G. Thayer, chairman of the finance committee:*
>
> DEAR SIR:—You have asked me to put in writing my opinion, expressed orally on several occasions, in reference to the amount of the bond to be given by the newly elected City Treasurer, in order to properly protect the city against any future loss by defalcations, arising from any cause whatever.
>
> I repeat then, in this form, that I think $100,000 is ample security, and to require any larger sum is utterly useless—indicative of a reactionary extreme rather than of a calm consideration of the actual necessities required by existing circumstances.
>
> By adopting, as the Common Council has already done, my recommendation that section 58 of the city charter be so construed as to require the City Treasurer to report monthly "cash on hand, as shown by the ledger balance, and cash deposited in the several bank depositories to the city's credit," I am fully persuaded that the city treasury will be better protected than it has ever been before.
>
> The reasons for this belief were given in my report, and therefore, I will not now repeat them.
>
> Yours truly, JOHN BOWER.
>
> March 11, 1890.

On motion of Ald. Thayer the bond of the City Treasurer was fixed at $100,000.

Ald. Thayer offered a resolution providing for the employment by the Finance Committee of a suitable person to make monthly examinations of the Treasurer's books, at an expense not exceeding $250 per year.

Ald. Kelly objected to the employment of one man to make all the monthly examinations, on the ground that some person friendly to the treasurer might be employed for a year and this might sometime cause trouble. Ald. Thayer stated that he did not know whether a number of capable persons could be employed to make the examination for the figure in the resolution, but one expert, becoming used to the work, might be secured. The resolution was finally adopted, as follows:

> Whereas, It has been satisfactorily demonstrated to the Finance Committee that a monthly examination of the treasurer's books and accounts would be one of the best possible safeguards against such irregularities as had lately been discovered, the Finance Committee be and hereby is empowered from time to time to employ suitable persons to make such monthly examinations at an expense not to [illegible]

[illegible] asked the instruction of the council as to what course should be pursued toward the bondsmen of ex-Treasurer Davis. The bondsmen, he said, want further time and say that they expect to be able to pay in cash in a couple of weeks, but are not disposed to give any mortgage on their property as security. He said that the Finance Committee has spent a large portion of the day with the bondsmen and had expected to reach a solution before this. He informed the council of what the Finance Committee had done since the last council meeting and stated that one of the bondsmen was willing to pay his share in cash, which offer the committee refused. Another bondsman would not pay anything, he said, and the other two want more time.

The opinion of the city attorney was called for by Ald. Sullivan. In his reply City Attorney Ernst said no legal question was involved, the question being one appealing to the business judgment of the aldermen. "The only question is whether the bondsmen will be as good, financially, two weeks from to-day as they are now. Three of the bondsmen are worth from $50,000 to $70,000 each. Their reputation as business men is well known. They may sell their property but it will have to be for good consideration or the transfers will be set aside and I do not see how they can put away so much personal property as the price of their real estate in two weeks. In the case of the gentleman who transferred his property yesterday, the city is no worse off than it was before. He was not worth the amount in which he qualified and the city could not have collected from him in any event. If suit be commenced a technical defense may be put in and the matter could not be reached in the courts inside of a year. In case of a suit the bondsmen will still be able to transfer their property during its pendency the same as at present."

Ald. Kelly said if it were a matter of his own he would say give the bondsmen all the time they want. In this case, he said, it is a question whether the aldermen, as representatives of the city, are justified in giving the bondsmen all the time they want. Evidently there was nothing to prevent the bondsmen from transferring all their property to-morrow, although he did not believe they are the kind of men to do this. He did not wish to needlessly embarrass the bondsmen, but he believed they should secure the city so that the claim of the city will be as good a lien on their property in two weeks as it is to-day. Then the aldermen could say to the people that they had given the bondsmen more time, but that everything was secure. He asked the city attorney's opinion as to what steps could be taken to secure the city.

The city attorney said the only way was for the bondsmen to give a mortgage on their real estate. They had been requested to do this, he said, by the chairman of the Finance Committee, but objected on the ground that it would hurt their credit to execute a large mortgage on the property.

Ald. Kelly moved that an adjournment be taken to 9 a. m. to-day in order that the council may meet the bondsmen and get a definite answer to the request of securing the city. Ald. Thayer stated that the bondsmen had definitely refused to do so and Ald. Kelly accordingly withdrew his motion and suggested that as the Finance Committee had studied the subject one of their number should make a motion.

Ald. Shelter urged immediate action on the ground that the people are daily becoming more stirred up in the matter.

Ald. Kohlmetz also favored taking action at once. There is all kind of talk among the people, he said, and charges have been made that aldermen are mixed up in the defalcation. Under such circumstances, while he felt sorry for the bondsmen, he thought they have been treated with sufficient leniency.

Ald. Schroth said as a member of the finance committee, he believed that there should be no more delay. He moved that the City Attorney commence an action against the bondsmen to recover the amount of their liabilities to the city, unless the bondsmen in a reasonable time, twenty-four or forty-eight hours, shall secure the city.

Ald. Kelly said if the Council with a thorough understanding of the matter, refused to adjourn over twenty-four hours, he saw no use in telling the city attorney to delay twenty-four or forty eight hours. On his suggestion the resolution was reconsidered. The city attorney was then instructed to proceed against the bondsmen without further delay.

The Post-Express.

ROCHESTER, THURSDAY, MARCH 13.

ANOTHER DISCLOSURE

ONE OF DAVIS' METHODS IN COVERING UP SHORTAGES.

The Bondsmen Will be Sued on the Bonds Given for the Second and Third Terms, Thus Securing the City Against Loss.

An interesting discovery has been made in connection with the defalcation of ex-City Treasurer Davis. One of the ways pursued by Mr. Davis in covering up his shortages has been learned. The matter has been developed in the course of the preparation of the papers in the proposed suit against the bondsmen. The disclosure is made by Expert John Bower.

At the end of Mr. Davis' first term the actual defalcation, it is estimated, was about $2,000; at the close of the second term, $33,000; and in the third term was increased $27,500, making a total of $62,500. Near the close of Mr. Davis' second term [illegible] $45,000 was due the [illegible] [illegible] for the public [illegible]. Shortly before Mr. Davis presented his report to the common council he secured $45,000 in two checks from County Treasurer McVean and deposited them in the banks. The entry in the books to that extent was entirely correct, but the complete entry by which the board of education received credit for this amount was not made until several days afterward. By this method of sharp financiering, the debit of Mr. Davis's cash account was temporarily reduced by $45,000. This served the purpose Mr Davis aimed at in fixing up matters temporarily—that is, to reduce his debit cash account in order to make as good a showing as possible in his annual report. This was merely one of the methods pursued by Mr. Davis in covering up the deficit.

No collusion upon the part of County Treasurer McVean is intimated in these statements. The bondsmen of Mr. Davis for his second term were the same as those of his last term.

At the city attorney's office a reporter learned that it is the intention of the city to sue the bondsmen on the second and third terms, and perhaps later on the first, which involved a shortage of only about $2,000. As parts of the defalcation occurred during Mr. Davis's first, second and third terms, the city has three bonds to levy upon for the collection of the deficiency. Of course each bond would be security for the amount of the defalcation during the particular term for which the bond was given. But as, with the exception of less than $2,000, the entire defalcation took place during the second and third terms, and the two bonds for the latter terms will cover the amount of the defalcation almost entirely.

This discovery makes the bondsmen liable for $100,000, that is, the bond of $50,000 given for Mr. Davis's second term, and that for the same amount given for the third term. Thus the city is secured against all loss. It was at first thought, it will be remembered, that the city would be obliged to lose $11,000. The general query since the announcement of the defalcation was made has been: Who was in collusion with Mr. Davis so that he could cover up the deficit from year to year? The discovery just announced, explains one of the methods pursued by Mr. Davis in covering up the shortages at the time of the annual reports.

Mr. Fleckenstein had intended to file two separate bonds, one for $50,000 supplied by the Fidelity and Casualty company of New York and another for the same amount given by personal friends of Mr. Fleckenstein. Mr. Fleckenstein consulted the mayor about the filing of the bond, and the latter gave it as his opinion that one bond must be filed, in accordance with the terms of the resolution of the common council. It is probable, therefore, that Mr. Fleckenstein will file a single bond for $100,000. The Fidelity company, it is stated, makes it a rule not to assume any joint and several liability for a bond. Most of the companies are not formed to become sureties for municipal officers, but for officers of private corporations.

M. E. Wolff, representative of the Fidelity and Casualty company, told a reporter this morning that his company is willing to join responsible citizens in going on Mr. Fleckenstein's bond.

A meeting of the bondsmen of ex-City Treasurer Davis was held this morning for the purpose of formulating some plan of action, now that legal proceedings have been begun. The meeting was private, but Bondsman McDowell stated to a POST-EXPRESS reporter this afternoon that no definite action was taken.

The bondsmen for Mr. Davis' first term were Samuel C. Steele, Charles T. Crouch, Gilbert H. Reynolds, Charles F. Lighthouse, Simon V. McDowell and William H. Jones. The amount of the bond was $75,000.

At the city attorney's office the disclosure made by Mr. Bower is considered of the greatest importance, so much so that the complaint as originally drafted has been destroyed and a new one prepared.

BONDSMEN SUED

TEXT OF COMPLAINT TO BE SERVED ON DAVIS' SURETIES.

Statement of the Case of the City Prepared by City Attorney Ernst—Recovery of Full Amount of Deficit Sought.

Following is the draft of the complaint to be served on Davis and his bondsmen. It will be served this afternoon.

> Supreme court, county of Monroe.
>
> The City of Rochester, plaintiff, against John A. Davis, Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, defendants.
>
> First—The plaintiff, for its complaint herein, alleges upon information and belief, that the plaintiff is, and, for more than fifty years, has been, a municipal corporation, duly organized and existing under and by virtue of the laws of the state of New York.
>
> That on or about March 8, 1887, the said defendant, John A. Davis, was duly elected the treasurer of said plaintiff, for the term of two years, which said term commenced on the first day of April, 1887.
>
> That on or about the said first day of April, 1887, the said John A. Davis, as principal, and the said Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, as sureties for him, duly signed, sealed, executed and delivered to the said plaintiff a bond in the sum of $50,000, whereby they, the said defendants, and each of them, jointly and severally, bound themselves, their heirs, executors or administrators that the conditions of the said bond should be well and truly kept by the said John A. Davis, and of which said bond the following is a copy:
>
> Know all men by these presents, That we, John A. Davis, of the city of Rochester, county of Monroe, and state of New York, as principal, and Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, all of Rochester, N. Y., as sureties of said John A. Davis, are held and firmly bound unto the city of Rochester in the sum of fifty thousand ($50,000) dollars for the payment of which, well and truly to be made, unto the city of Rochester, we bind ourselves, our heirs, executors or administrators, jointly and severally, firmly by these presents.
>
> Sealed with our seals, and dated the first day of April, one thousand eight hundred and eighty seven.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The condition of this obligation is such, that, whereas, the said John A. Davis has been elected to the office of treasurer of said city, and has duly qualified as such treasurer, by reason—whereof divers sums of money, goods and chattels and other things, the property of said city will come into his hands.

Now, therefore, if the said John A. Davis shall well and truly and faithfully perform all of his duties as such treasurer, and all the duties imposed upon him by law in respect to the money, property and affairs of the said city, as such treasurer, and if the said John A. Davis, his executors or administratior, at the expiration of his office, or whenever duly required so to do by said city, upon request to him, or them, made, shall make or give unto said city of Rochester, a just and true account of all such sum or sums of money, goods, chattels and other things as have come into his hands as treasurer aforesaid, and shall pay and deliver over to his successor in office, or any other person duly authorized to receive the same, all such balances, sums of money, goods, chattels and other things which shall be in his hands, and due by him to the said city of Rochester, and if the said John A. Davis shall, well and truly, honestly and faithfully, in all things, serve the city of Rochester in the capacity of treasurer aforesaid during his continuance in office, and if the said John A. Davis shall indemnify and save harmless the said city of Rochester from any and all loss or damage caused by any negligent act or omission on his part as such treasurer, then this obligation to be void, otherwise to remain in full force and virtue.

JOHN A. DAVIS. [Seal.]
S. V. MCDOWELL. [Seal.]
JAMES FEE. [Seal.]
SAMUEL C. STEELE. [Seal.]
CHARLES T. CROUCH. [Seal.]

State of New York, county of Monroe, city of Rochester, ss.:

On this 1st day of April, 1887, before me personally appeared John A. Davis, Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, to me personally known to be the persons who subscribed the foregoing instrument, and they severally acknowledged the execution of said instrument. EDWIN A. METCALF, Notary Public, Monroe County.

State of New York, County of Monroe, City of Rochester, ss.

Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, being duly sworn and subscribed, each for himself deposes and says: that he is a freeholder of the county of Monroe, and is worth in property not exempt from levy and sale on execution, over and above all his debts and liabilities, the amount set opposite to his name, as follows:

S. V. McDowell	$15,000
James Fee	$15,000
Samuel C. Steele	$15,000
Charles T. Crouch	$10,000

Subscribed and sworn to before me this 1st day of April, 1887. Edwin A. Medcalf, notary public, Monroe county, N. Y.

And said plaintiff further shows, that the said bond was duly approved by the mayor of said plaintiff, and thereafter recorded in the Monroe county clerk's office, and thereupon and thereafter the said John A. Davis entered upon his duties as treasurer of said city, and continued to be and acted as treasurer of said plaintiff.

During the continuance of his said term, and until he, as his own successor, duly qualified, gave the bond and had it approved by the mayor, and assumed his duties as treasurer of this plaintiff, after his re-election, as hereinafter stated.

Plaintiff further shows, that during the time said Davis was treasurer of said city, and on and between, and at various times from the first day of April, 1887, to the time he succeeded himself as aforesaid.

Said John A. Davis, as such treasurer, failed to comply with the conditions of said bond, in that he did not well and truly and faithfully perform all of his duties as such treasurer, and all the duties imposed upon him by law in respect to the money, property and affairs of said city, and that he did not well, truly, honestly or faithfully serve the plaintiff in his capacity as treasurer during the said term mentioned, and did not pay and deliver over to his successor in office all the moneys and property belonging to this plaintiff that came into his hands as such treasurer during such term, but that, on the contrary, during the said continuance in office of said defendant Davis, and on and between the first day of April, 1887, and until he qualified, gave the bond and had it approved as aforesaid, and at various times between said dates, he, the said Davis, wrongfully took, appropriated and converted to his own use various sums of money received by him, and belonging to said plaintiff, and amounting, in the aggregate, to the sum of $33,000. Plaintiff further shows that prior to the commencement of this action demand was made on said John A. Davis for all of the balances, sums of money, goods, chattels and other things due by him to the said plaintiff, and that the said John A. Davis refused to pay the said sum of $33,000, as herein above set forth as having been appropriated and converted to his own use, and the same still remains unpaid.

That thereafter, and prior to the commencement of this action, and at many times, the said plaintiff has demanded of the defendants, Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, each of them, as sureties of said John A. Davis, said sum of $33,000, and that such demand was by each and every one of said sureties refused.

Second—The plaintiff, for a second and further cause of action, alleges, upon information and belief, that the plaintiff is, and for more than fifty years has been, a municipal corporation, duly organized and existing under and by virtue of the laws of the state of New York.

That on or about March 5, 1889, the said defendant, John A. Davis, was duly re-elected the treasurer of said plaintiff for the term of two years, which said term commenced on the first day of April, 1889, but that, by the provisions of the charter of this plaintiff, the said Davis was forbidden to enter upon his said office until he should have executed and filed with and had approved by the mayor of this plaintiff, the bond hereinafter mentioned.

That on or about the 3d day of May, 1889, the said John A. Davis, as principal, and the said Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, as sureties for him, duly signed, sealed, executed and delivered to the said plaintiff a bond in the sum of $60,000, whereby they, the said defendants, and each of them, jointly and severally, bound themselves, their heirs, executors or administrators that the conditions of the said bond be well and truly kept by the said John A. Davis, and of which said bond the following is a copy:

The second bond, with the same wording as the first bond, follows with the certificate of the mayor's approval:

And the said plaintiff further shows that the said bond was duly approved by the mayor of said plaintiff, and thereafter recorded in the Monroe county clerk's office, and thereupon and thereafter the said John A. Davis entered upon his duties as treasurer of said city, and continued to be and acted as treasurer of said plaintiff down to about the 5th day of March, 1890.

Plaintiff further shows, that during the time said Davis was such treasurer of said city, and on and between, and at various times from the time when he entered upon his duties, as such treasurer, down to the 8th day of February, 1890, the said John A. Davis, as such treasurer, failed to comply with the conditions of said bonds, in that he did not well, truly and faithfully perform all of his duties as such treasurer, and all the duties imposed upon him by law in respect to the money, property and affairs of said city, and that he did not well, truly, honestly or faithfully serve his plaintiff, said city, in his capacity as treasurer during said term mentioned, and did not turn or pay over all the moneys of the plaintiff to the finance committee of plaintiff's common council, or its chairman, duly authorized to receive same, after his said Davis's resignation was accepted, as hereinafter mentioned, but, that on the contrary, during his continuance in office, the said defendant, Davis, and on and between the day when he assumed his duties as such treasurer, and on the 8th day of February, 1890, and at various times between said dates, he, the said Davis, wrongfully took, appropriated, retained and converted to his own use various sums of money received by him belonging to said plaintiff, amounting, in the aggregate to the sum of $27,500.

That on or about the 8th day of February, 1890, the said John A. Davis presented his resignation of his office as treasurer of said city to the common council of said city, and that on or about the 5th day of March, 1890, the said resignation of said Davis as such treasurer was duly [illegible]

[illegible] Plaintiff further shows that prior to the commencement of this action demand was made on said John A. Davis for all of the balances, sums of money, goods, chattels and other things due by him to the said plaintiff, and that the said John A. Davis refused to pay said sum of $27,500, hereinabove set forth as having been appropriated and converted to his own use.

That thereafter and prior to the commencement of this action [illegible] the said plaintiff has demanded of the defendants Simon V. McDowell, James Fee, Samuel C. Steele and Charles T. Crouch, and each of them, as sureties of said John A. Davis, said sum of $27,500, and that such demand was by each and every one of said sureties refused.

Wherefore the plaintiff demands judgment against said defendants for the sum of $60,500, with interest on $33,000 thereof from the 14th day of May, 1889, and on $27,500 from the 5th day of March, 1890, besides the costs of this action.

CHARLES B. ERNST,
City attorney and attorney for plaintiff.

ROCHESTER MORNING HERALD

MARCH 14, 1890.

NINE MEASURES

INTRODUCED YESTERDAY BY MR. M'NAUGHTON.

All of Them of Special Importance to Monroe and Orleans — Money for the State Industrial School.

Special dispatch to the Morning Herald.

ALBANY, March 13. — Senator McNaughton and Assemblyman Courtney to-day introduced a bill amending chapter 143 the laws of 1861 and chapter 147 the laws of 1880, both relating to the charter of Rochester, to provide so that the police justice can fix the term o fimprisonment for violations of the city ordinances.

Senator McNaughton introduced nine bills to-day. The first designates the place where the town business of the annual town meetings shall be transacted in towns where town officers are voted for in election districts. It fixes the place at which settlement shall be had with town officers. The second appropriates $10,000 to remove the east wall of the Erie canal opposite the aqueduct in Rochester, and to rebuild the same in a line east of the present wall. The third appropriates $14,600 for the Brockport Normal school to alter and repair the old building, change the heating apparatus, erect out-buildings, coal house and gymnasium and to provide furniture, fixtures, chemical apparatus and books, and to grade the walk and to erect a fence. The fourth appropriates $10,000 to clean out and improve the Oak Orchard creek and feeder.

The fifth appropriates $229,500 to pay the deficiency in former appropriations for maintenance of the State industrial school, to pay for necessary improvements, alterations and furniture for the same, as follows: For maintenance, $140,000; deficiency in former appropriations, $50,000; laundry, $8,000; new work shop, $2,500; bakery, $3,000; chapel, $10,000; drill hall, $8,000. The sixth relates to the police justice. The seventh bill reappropriates the unexpended balance of $30,000 for the Lyell avenue and Saxton street sewer. The eighth bill amends the Rochester park act of 1888 so as to reduce the number of commissioners to 15, and to make more simple the proceedings for acquiring land. These amendments come from the park commissoners. The ninth bill appropriates $2,000 to provide books for the library of the court of appears in Rochester.

Assemblyman Courtney, beside the police bill, also introduced the Lyell avenue and Saxton street sewer bill and the bill for the removal of the east wall of the Erie canal opposite the aqueduct—both of which are in Senator McNaughton's list above.

The senate committee on cities has reported Senator McNaughton's trunk sewer bill for Rochester.

Ex-Assemblyman MacKenzie of Genesee is here to oppose Mr. Guenther's bill relating to the boundary between Genesee and Erie counties.

A bill introduced by Assemblyman Curtis changes the name of Willard insane asylum to Willard hospital. This is in line with the changes of all the insane asylums to hospitals. These bills are, with the exception of the one just introduced by Mr. Curtis, now in the senate awaiting its action.

The assembly committee on banks has reported favorably Mr. Rhodes' bill allowing savings banks to invest in the bonds of other states, or the cities of other states.

The governor has signed Senator McNaughton's bill adding protection companies to other corporations like hook and ladder companies that may be organized. The amendment is asked for by the citizens of Fairport.

The senate [illegible] committee [illegible] reported favorably Senator McNaughton's bill reimbursing the city of Rochester for money expended in building hoist canal bridges, and also favorably the bill [illegible] for the erection of bridges at [illegible] and Rose streets, Rochester.

Senator Van Gorder to-day introduced his constitutional amendment of last year, providing for the sale of the salt reservation of Syracuse. This is likely to lead to still more hearings on the salt question. He also introduced the constitutional amendment prohibiting the manufacture or sale of intoxicating liquors. If it passes this legislature it will be voted upon next November.

A bill introduced in the senate to-day by Mr. Cantor, the special representative of the governor in that body, provides that the counties of the state shall have reduced from the amounts of state taxes which they are required to pay by the tax list imposed last year 14 and four tenths so that the counties can take advantage of the vetoes of the governor on the amount raised last year. It is not likely that a republican legislature, by passing this bill, will allow Governor Hill to claim great credit for reducing the taxes this year. M.

AMERICAN ROADS

INFERIOR TO ENGLISH IN SOME RESPECTS.

Comparisons Not Flattering to United States Highways—Some Opinions from Rhode Island—Questions of Cost.

Experiments on the amount of tractive force required to move a load show that it will take eight horses to draw a truck and load weighing 9,000 pounds on firm soil covered with gravel four to six inches deep. On earth embankment in good condition the work can be done by a force equaling two and one-half horses. On broken stone road in good condition the same load can be hauled by a force of one and one-quarter horses, and on the same road in bad condition, with ruts four to four and one-half inches deep and thick mud, five horses will be required. But on a good, dry pavement one good horse can move the same load all day.

On the subject of good and bad roads the following from the pen of the late Dr. J. G. Holland draws a comparison unfavorable to the existing road system in America:

"The point which I wish to impress upon my American reader is simply this: that the English horse, employed in the streets of a city or on the roads of the country, does twice as much work as the American horse similarly employed in America. This is the patent, undeniable fact. No man can fail to see it who has his eyes about him. How does he do it? Why does he do it? These are most important questions to an American. Is the English horse better than the American horse? Not at all. Is he overworked? I have seen no evidence that he is. I have seen but one lame horse in London. The simple explanation is that the Englishman has invested in perfect and permanent roads what the American expends in perishable horses that require to be fed.

"We are using today in the little town of Springfield just twice as many horses as would be necessary to do its business if the roads all over the town were as good as Main street is from Ferry to Central. We are supporting hundreds of horses to drag loads through holes that ought to be filled, over sand that should be hardened, through mud that ought not to be permitted to exist. We have the misery of bad roads and are actually or practically called upon to pay a premium for them. It would be demonstrably cheaper to have good roads than poor ones. It is so here. A road well built is easily kept in repair. A mile of good macadamized road is more easily supported than a poor horse."

The expense of building good roads is an important item, and the macadam is too expensive for country byways and crossroads, and, in fact, is only feasible where travel is extensive. Macadam 30 feet wide and 9 inches thick in the center requires 5,500 tons of broken stone to the mile. The cost of stone varies from 70 cents to $2 a ton, and this would bring the cost of surface material up to $3,850 to $11,000 a mile. A macadam road has recently been made near Philadelphia at an average of about $3,000 a mile for six miles, but there was a good foundation to work on. At Bridgeport, Conn., forty miles of good macadam, 16 to 20 feet wide, including grading, cost a trifle under $3,000 a mile.

The committee on improvement of highways, Rhode Island division of the League of American Wheelmen, recently received two important letters upon the subject of good and bad roads which are [illegible]

[illegible] Howard, of Rhode Island, says:

"I am very glad to learn that there is some prospect of legislation in regard to our faulty highway system. When I returned from my first and prolonged visit to Europe I could scarcely believe that I had all my life been familiar with such roads as met my eye on my return. In no part of my travels had I seen roads so poor as is the rule in our country towns; and I had been in some out of the way places, too. We are more wasteful in this respect than in all other things put together. Comparing the rural sections of Europe with those of our country, there is no doubt, I think, but that a horse there performs double the duty he does here, and therefore is worth twice as much. It would be the highest economy to put all our roads in a permanently good condition. When it is once done the annual expense is as nothing to the money which is expended now without any beneficial results. There is no class to which highways are so advantageous as to farmers. If they could be induced to give the subject sufficient consideration they would soon put a stop to this egregious folly of 'working out the tax.'"

The president of the Rhode Island Domestic Industry society writes:

"As to the matter of highway improvements, I think it is of the greatest importance to the prosperity of our agricultural communities that some change should be made in their care.

"At present in some parts of our state there is a gradual shrinkage in the value of our farming property, owing, in my opinion, to the want of better highway communication.

"In my own town, Scituate, we have about seventy-two miles of highway, divided into about sixty road districts, and in some of these districts, I fear, the road taxes have been expended on the 'working out or standing out plan.' Last spring, at our annual town meeting, it was decided to make a change by appointing road commissioners, the number not to exceed three. This change takes effect this coming spring, and I hope that suitable road machinery may be supplied them, so that our road taxes may be used to better advantage. As to the present condition of the roads in our state there can be but one opinion—they need to be improved; as to how it should be done I have no plans. It might be well for the legislature to appoint a committee to take the matter into consideration and recommend some law that should be applicable throughout the state."

Will the Earth Fall to Pieces?

Professor Jones, the English scientist and other "F. R. S.'s," "L. B. A.'s" and "B. C. D.'s" are discussing the dangers our American gas well drillers are subjecting the whole population of the world to by tapping nature's great gas retorts. Jones thinks the earth a gigantic baloon, held up, in part at least, by internal heat and gases, and believes that a continual drain on nature's great gas main will eventually exhaust the supply and cause the earth's crust to break in and perhaps fall into millions of pieces as it collapses prior to falling through space everlasting. It is reasonable to suppose that there is some foundation for the alarm this prophet has been sounding for the past two years. The steady belching forth of millions of feet of gas every hour in the day is surely causing a great vacuum somewhere not far beneath the surface. That the comparative thin archway over this fast emptying cavern is more than likely to break and cause great havoc on the surface there is but little doubt.—St. Louis Republic.

Proposed Deep Hollow Sewer.

A meeting of Fifteenth ward taxpayers was held last evening in the city surveyor's office. The subject under consideration was the construction of a sewer through Deep Hollow, which, it is estimated will cost something like $100,000. The improvement is one greatly needed. The proposed sewer will drain a portion of the town of Gates, so it is thought that the residents of the town should pay a portion of the cost. After talking the matter over a committee was appointed to consult with the Gates people and with the Ninth ward taxpayers. Herve Isbell, Frank Scherer, Caspar Fromm and John A. Schuey will serve on the committee.

GOOD NEWS.

BONDSMEN LIABLE TO THE EXTENT OF $60,500.

A Discovery Regarding Davis' "Expert Financiering" Causes a Change in the Complaint in the Bond Suit—For Two Terms.

The complaint in the suit brought by the city against John A. Davis and his bondsmen was completed yesterday afternoon, and copies were served on the five defendants. Facts brought to light yesterday by the investigations of John Bower make it apparently evident that the proceedings can be had on the bonds covering Mr. Davis' last term of office and also the one immediately preceding it. If the suit is successful [illegible] the city to recover $60,500 of the total deficiency of about $62,500. In his report Mr. Bower stated that the defalcations went back for a considerable period of time, but it is only within a day or two that the indefatigable accountant has been able to distribute the total deficiency among the various terms. Now Mr. Bower is able to give definite figures. At the end of Mr. Davis' first term the actual defalcation, it is estimated, was about $2,000; at the close of the second term, $33,000; and in the third term was increased $27,500, making a total of $62,500. It will thus be seen that there was a shortage in Mr. Davis' accounts during his very first term.

From the beginning of the investigation it has been supposed that the money was borrowed, but it now appears that what Mr. Bower calls "a new scheme of financiering" was used. The balance was struck March 19, 1889. On that day and the previous day Mr. Davis deposited in city banks $54,115.02. It has been found that of this amount $45,000 was school moneys due the city from the state and received through the county treasurer. This amount was entered on one side of the treasurer's books, but not on the other, on the day it was received. As a consequence of this the amount of cash called for was reduced to the extent of that sum. Seven or eight days later it was entered on the other side of the books. This was the reason why the fact was not discovered before. Everything is duly entered in the books and in fact, Mr. Bower states, there is no improper entry. This, he says, however, is only an instance of the methods adopted. It is thought that County Treasurer McVean is entirely innocent in his connection with the affair.

In addition to the "hocus-pocusing" disclosed above, Mr. Bower states that money was certainly borrowed to hide the deficit.

When the discovery of the transfer of school money was made the complaint in the suit was amended so as to embrace both bonds. The bondsmen on the two documents are identical. The complaint concludes as follows: "Wherefore the plaintiff demands judgment against said defendants for the [illegible] of $60,500, with interest on $33,000 thereof from the 14th day of May, 1889, and on $27,500 from the 5th day of March, 1890, besides the costs of this action."

John N. Beckley was seen by a HERALD reporter last evening, but he declined to make any statement for publication. Mr. Beckley is the counsel for the bondsmen.

RAILROAD NOTES.

A New Line From Mayville to Erie—Local Items.

F. L. Pomeroy, the new general freight agent of the Erie, was in the city yesterday. In the afternoon he held a conference with the railroad committee of the chamber of commerce at the rooms of that body. In addition to Mr. Pomeroy, John M. Horton, the Erie's division freight agent, and George A. Bowman, the local agent of the Erie Despatch, were in attendance. John Fahy, the chairman of the committee, presided over the conference. A number of large shippers, including several prominent millers, were present by invitation. There was considerable discussion of various transportation topics, and Mr. Pomeroy expressed his willingness to do everything possible for the Rochester men. No definite changes were agreed upon, however, the conference being an entirely informal one.

The statement that the general offices of the Rome, Watertown and Ogdensburg were to be removed from Oswego to Utica is discredited by the company's representatives in this city. There seems to be no good reason for thinking that it will be done and several very sufficient reasons for an opposite conclusion. Said General Agent Emery, "I would as soon expect them to remove the offices to Rochester as to Utica."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH, 14, 1890.

THE PROPOSED ELEVATION.

Plan for Doing Away With the Grade Crossings.

A meeting of the Anti-Grade Crossing Association's committee was held yesterday afternoon in the City Surveyor's office. Besides the members of the committee there were present: George C. Buell, resident director; Frank Binchey, tax agent, and Edward Harris, attorney, representing the New York Central railroad, and Chief Engineer Hoyt of the Buffalo, Rochester & Pittsburg. Alderman Kelly of the Common Council committee also attended. Assistant City Surveyor Peacock explained his plans for elevating the New York Central and Buffalo, Rochester & Pittsburg tracks. The plans are entirely feasible, he stated, and the only question involved is one of cost. Engineer Hoyt will take the plans to New York and consult with the Central's engineers. The city authorities will at once communicate with the State Railroad Commission, asking it to arrange a conference between the city officials and the representatives of the two railroad companies.

The plans provide that the Central tracks may be elevated, starting from the Erie canal crossing to Brown street, the gradient being thirty feet to the mile. This will bring the tracks six and one-half feet above the present grade of the roadway at Brown street. The other end of the proposed elevation will be at Ames street. From that point eastward the tracks are to be raised at the rate of 30 feet to the mile until York street is reached. Here the tracks will be 13½ feet above the street grade, and from this point to Brown street there will be a stretch of straight track at a grade of 12 feet to the mile. The grade of the Buffalo, Rochester & Pittsburg tracks is to be made to conform to the grade thus established. From Brown street the road will run down toward the station at a grade of 30 feet to the mile to a point within 500 feet of Ford street, where there will be 500 feet of track for cars to stand on, at a grade slightly exceeding twenty-one feet to the mile, which is about the grade of the present yard. The yard will have to be raised two and one-half feet and the drive-way for freight business may be made at an easy grade.

The amount of headway between the bottom of the proposed bridge and the new street grades, with the amount of street depression necessary, are as follows:

Canal street, 11 feet headway, 3½ feet depression.

Litchfield street, 9½ feet headway, 2½ feet depression.

King street, 11 feet headway, 3½ feet depression.

Brown street, 12 feet headway, 7½ feet depression.

Maple street, 12 feet headway, 3½ feet depression for Central and 5 feet for B., R. & P.

Saxton street, 12 feet headway, 2½ feet depression.

Silver street, 12 feet headway, 2 feet depression, or 14 foot headway with 4 feet depression, the latter plan being preferabable.

York street, 12 feet headway with 1 foot depression.

Childs street, 12 feet headway with 3½ feet depression.

Colvin street, 12 feet headway with 7½ feet depression.

The canal and Litchfield and King street elevations are for the B., R. & P. tracks alone. At the other streets the tracks of both roads are to be elevated according to the plans. The 11 foot headway, provided for the B., R. & P. at King street is the same as now exists at the Central's elevation, running parallel. In the case of Litchfield street the railroad company owning most or all of the property north of Maple and the street being closed at the Central tracks, a small headway was deemed sufficient, as there is little traffic on the street. Where these depressions are made the rise in the street at each side of the tracks is at the rate of one foot in twenty. In some instances the streets crossing the railroads being depressed, makes it necessary also to excavate side streets which are connected.

The depression in streets will accordingly be of the following lengths:

Canal street, 165 feet north of Maple and to the south line of Maple.

East Maple street, 30 feet west of Canal street.

Litchfield street, 60 feet north of East Maple and excavation running out 15 feet in Maple.

King street—145 feet north of Maple and to the south line of Maple.

Brown street—100 feet east of Wilder 30 west of Maple.

Wilder street—140 feet back from Brown.

Tonawanda street—160 feet from Wilder.

East Maple street—120 feet from Jefferson avenue.

Jefferson avenue—125 feet from Brown street.

West Maple street—From Brown street to west line of Saxton street.

Dingler street—100 feet south of West Maple street.

Saxton street—100 feet south of Maple and to the north line of Maple.

Silver street—180 feet south of Maple and to the south line of Maple.

York street—45 feet north of Central's north track and 55 feet south of B. R. and P.'s south track.

Childs street—44 feet north of Central's north track and 65 feet south of B. R. & P.'s south track.

Colvin street—119 feet north of Central's north track and 92 feet south of B. R. & P.'s south track.

ROCHESTER POSTOFFICE

GENERAL JOHN A. REYNOLD'S NAME SENT TO THE DEPARTMENT.

Brief Sketch of the Civil and Military Career of the Candidate—The Business in Which He Has Been Engaged and His Retirement.

According to telegraphic dispatches received here this morning, Gen. John A. Reynolds' name has been sent to the Postoffice department as a candidate for postmaster of Rochester to fill the vacancy caused by the death of Henry S. Hebard. Gen. Reynolds was born in the city of New York sixty years ago, and in 1839, in company with his parents went with them to the town of Webster, Monroe county, where the family was engaged in farming until 1849, when young Reynolds and his father came to this city, engaging in the grocery business until the breaking out of the Rebellion. On that occasion he set to work in the spring of 1861 and enlisted in three days the Union Grays,

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Historic Scrapbooks Collection

GEN. JOHN A. REYNOLDS.

numbering 125 men. This was directly after the old Thirteenth Regiment had left for the front. He tendered the Union Grays to the government as an artillery company, but then no more artillery was needed and the Grays scattered and went to various other military organizations. Not long afterwards Gen. Reynolds enlisted another company of 156 men, and they were assigned as Battery L to the First New York Light Artillery Regiment, Col. Bailey commanding. They were mustered into the service September 17, 1861. In the spring of 1862 they were attached to Banks' command in the Shenandoah valley, and did gallant service in the ensuing campaign. They were in the engagements at Harper's Ferry, Charlestown, Cedar Mountain, Gaines' Mills, Rappahannock Crossing, Warrentown, Sulphur Springs, Second Bull Run, Chantilly, South Mountain, Antietam, Fredericksburg and Chancellorsville. After the last mentioned engagement, Gen. Reynolds' brother, Gilbert H. Reynolds of this city was appointed to the captaincy, while he himself was made major and chief of artillery of Gen. Hooker's Army Corps. He took part in Hooker's western campaign, finishing at Atlanta, and from there he joined Sherman in his great march to the sea. Gen. Reynolds has been a prominent Grand Army officer, and his military record has been a noble and gallant one. He was one of the organizers and the first commander of O'Rorke Post No. 1, Grand Army of the Republic, of this city, and was also the organizer, and has ever since its formation been the commander, of George H. Thomas Post, and for many years was the commander of the First Veteran Brigade of Rochester. Six years ago he was unanimously elected commander-in-chief of the New York State Grand Army of the Republic, and at the recent encampment in New York the delegates to the national encampment were instructed to present the name of Gen. Reynolds for National Commander. For a number of years Gen. Reynolds was associated with W. H. Brooks in the shoe manufacturing business, with headquarters on North Water street. The partnership was dissolved several years ago and the General then engaged in the same business with Col. S. S. Eddy, known as the shoe firm of Reynolds & Eddy, doing business on State street. Mr. Reynolds retired about a year ago.

Democrat and Chronicle

MARCH 15. 1890.

SILENCE ENFORCED.

The city attorney, after due deliberation, concludes that it would not be advisable at present to permit the publication of a list of the persons who had made over-drafts on the city treasury and those who had paid their taxes and stopped interest, justly due to the city, by means of a paper memorandum. The Rochester *Union* having made political use of a partial publication, the powers in control are suddenly stricken with a sense of deep responsibility and care for the public interests. The city attorney has advised the chairman of the finance committee to persevere in concealment of the situation.

The impression is indirectly conveyed that the bondsmen might find some defense if it be shown at this juncture that large numbers of public officials who are in duty bound to observe the law, found it convenient to deposit slips with the city treasurer. The impression is also conveyed that there has been a large amount of hustling and that the hustling is not yet over. In fact, the man who absorbed over $60,000 appears to be the coolest of the whole lot.

It is just possible that there is not the greatest anxiety among the bondsmen to have that list made public. It is to be hoped that some occasion may yet arise for asking ex-Treasurer Davis point blank what became of that money.

That Clearing House.

A movement is well under way to organize a clearing house in this city. At a recent meeting of local bankers a committee, consisting of Messrs. Hawks, Huntington and Ashley presented a report setting forth a plan of action, and presented a draft of a constitution and by-laws. No definite action was taken. A meeting will be held in two weeks, when a permanent organization will be affected. The plan was explained in detail nearly a year ago in these columns.

THE RIVERS AND HARBORS

New York Representatives Before the House Committee.

HARLEM RIVER IMPROVEMENT

Congressman Flower Advocates the Harlem Project and the General Improvement of the Hudson River Ports—Irondequoit Bay Estimate.

WASHINGTON, March 14.—The House committee on rivers and harbors to-day heard Representatives Flower, Tracey and Quinn upon the subject of improvements in New York harbors. Mr. Flower's statement embraced the entire subject of the Hudson river and New York harbor improvements. He said that many persons who opposed river and harbor bills were unaware of the general benefit to the whole country of improvements that on their face seemed to be of local importance. He instanced the harbor of Ogdensburg, which was a great distributing point for New England cities and towns. A vast commerce was transacted there, which was not appreciated by the public generally. During the past year 6,000,000 bushels of wheat coming from Chicago and other lake points were received at Ogdensburg and forwarded to the sea coast.

Mr. Flower, while advocating generally the improvement of the Hudson river ports and New York harbor, devoted himself particularly to the Harlem river project. He said that 400,000 of the people of New York lived above that river. It should properly be used largely by the canal boats and barges which come down the Erie canal and obstruct and confuse the navigation of the harbor. The easier Congress made it for vessels to get in and out of New York harbor, where 69 per cent. of our foreign commerce was transacted, the greater was the benefit to the country at large. Few people realized the importance of the small creeks there. Not many New Yorkers knew where Newtown creek was; yet he had seen 45,000 barrels of English chalk unloaded at one factory on that creek in one year. There were many such streams and little rivers that he would have opposed if they had been inserted in a river and harbor bill before he had seen them, but after looking into their commerce he had seen his error.

Mr. Blanchard—"I suppose New York will vote for a $25,000,000 river and harbor bill this time."

Mr. Flower—"If she gets a piece of it."

Mr. Tracey addressed the committee in advocacy of the improvement of the upper Hudson, above Albany, so as to give eleven feet of water up to Albany and nine feet to Troy. He earnestly advocated the allowance of the full estimate, $150,000, for the next year, and received the assurance of the chairman and several members that he would receive satisfaction. He also urged the inclusion in the river and harbor bill of his project looking to the appointment of a commission to estimate the cost of deepening the Hudson from New York city to the state dam at Troy, and to New Baltimore.

Mr. Tracey said the project contemplated the admission of ocean vessels to the upper river, so as to load directly from the Erie canal boats. The canal itself was to be made a ship canal. The effect would be to benefit the entire western country by reduction in freights.

Representative Quinn spoke for the great channel of New York harbor. The amount asked for its improvement was $160,000, and it should all be allowed. It was humilating to our people to see the great steamship City of New York grounded in that channel last summer.

The committee assured Mr. Quinn he need be under no apprehension on that point, as his wishes would be gratified and the estimates allowed.

Concerning the Harlem river, Mr. Quinn hoped that the committee would not permit bridges over it, as they would make the passage impracticable for anything except barges. The time for bridges had gone by; even draw bridges took up too much space and too much time to operate. There was no reason why tunnels should not be constructed at every necessary point, and he hoped never to live to see bridges over the Harlem.

The committee also heard arguments from Charles H. Kemp, of Buffalo, secretary of the Lake Carriers' Association; G. P. McKay, of Cleveland, secretary of the Cleveland Vessel Owners' Association, and ex-Senator Conger, of Michigan, upon the general subject of improvements.

Representative Fitch, of New York, this afternoon advocated the Harlem river improvement. He said it was a project that would really warrant any man who had the means in carrying it out privately. To provide for the improvement would ensure the support of the New York delegation for the river and harbor bill. As to obstructions to railroads and transportation routes, Mr. Fitch said the improvement would slightly affect the New Yord & New Haven railroad. The Connecticut people had objected on that score, but he did not believe that the selfish interests of one railroad should be allowed to stand in the way of a great public improvement. One, or, at most, two bridges could accommodate all the traffic, and he predicted that in a short time all the railway stations would be removed north of the Harlem. This canal was to divert all the commerce coming down the Hudson river, and now going down into the harbor. All grain from the West would go through that way and be transferred in one handling, so as to go out of Long Island sound. Connection could be made with the line of steamers about to start from the eastern end of Long Island, and at least one day could be saved on the European trip.

Representative Baker, of New York, argued in favor of beginning a new project [illegible] city of Rochester at Irondequoit bay, [illegible] it had been estimated would cost $451,000. To begin the work would require a small appropriation which the committee was competent to fix.

Representative [illegible], of New York, spoke for the improvements on the Long Island coast, and Representative Wallace, of New York, set out the needs of Gowanus bay.

ROCHESTER MORNING HERALD

MARCH 15, 1890.

REYNOLDS NAMED.

PRESIDENT COULDN'T BE QUICK ENOUGH.

He Must Know Rochester's Next Postmaster—Reynolds Wanted Another Man—Hopes for Irondequoit Bay Improvement.

Special dispatch to the Morning Herald.

WASHINGTON, March 14.—General John A. Reynolds was to-day nominated by the president to be postmaster of Rochester. This prompt action on the part of the president was quite unexpected, and forms the basis for an interesting story.

As stated in these dispatches last night Mr. Baker yesterday decided to recommend General Reynolds' name and he stopped by the postoffice department on his way to the capitol this morning to communicate his decision to the postmaster general. He gave General Reynolds' name to Mr. Wanamaker, added a few words of commendation of the new appointee, and asked prompt action on the part of the department.

Mr. Wanamaker made a pencil memorandum of the name and told Mr. Baker to prepare the formal recommendation as soon as possible, promising immediate attention to the case. Mr. Baker continued on his way to the capitol and in his committee room dictated to his son the necessary letters.

When he went down to the government telegraph office and began to dictate to the telegrapher a message to Mr. Wanamaker saying that the formal request for General Reynolds' appointment would soon be at the department. Tick, tick, went the instrument as some one broke in upon the message that was being sent.

"Here is a message for you, Mr. Baker," said the operator, and a moment later he handed the Rochester representative a dispatch from Mr. Wanamaker, dated at the white house, saying that General Reynolds' name had been sent to the senate by the president.

It is almost unprecedented for the postmaster general to recommend and the president to nominate upon the merely verbal statement of a congressman, but in this case the nomination had reached the senate before the formal request had gone to the department.

Mr. Baker has received a large number of telegrams to-day approving the selection of General Reynolds, and in his mail this morning were several letters suggesting General Reynolds' name. One of the letters was from General Reynolds, recommending the appointment of Mr. Mabbitt. To this Mr. Baker humorously replied that the recommendation came too late, that a new postmaster had already been selected and that there was no way open for Mr. Mabbitt's selection, unless the person selected should resign.

General Reynolds is expected here soon, and it might be added in this connection that Mr. Fitch, the new collector of internal revenue, will be here to-morrow.

For an hour this afternoon Mr. Baker spoke before a full session of the river and harbor committee in favor of continued appropriations for Charlotte harbor, and especially for the development of Irondequoit bay as a harbor. He presented the memorial of the chamber of commerce and that of the common council, and also made an exhibit of the industries of the city. He pointed out the present restricted harbor capacity and said that it was most desirable to utilize Irondequoit bay. If this could be done he predicted that it would double the commercial importance of Rochester and add 100,000 to the population in five years. He showed that there were a thousand or twelve hundred manufacturing establishments in the city, and that the county was second to none in the value of its agricultural interests. The facilities of Charlotte harbor [illegible] being insufficient to accommodate the water traffic, and he urged that the government should at once take advantage of the resources which nature had offered.

Regarding the report of the engineer which said that the work would cost $400,000, and that there was no pressing necessity for it, Mr. Baker said that this was the opinion of one individual unfriendly to the idea, and it was a report that could not be substantiated or approved by a single citizen of Rochester who had any knowledge of or interest in the city's commercial or business interest. Mr. Baker said that he thought his own judgment, based on intimate acquaintance with the people and interests of Rochester, ought to outweigh the opinions of 40 army officers.

In conclusion he said that if the committee thought it necessary to hear more upon this matter the chamber of commerce and the common council would send delegations to Washington, but that desiring to save his constituents this trouble and expense he had undertaken the pleasant duty of being the sole spokeman for his city in advocating this necessary and important improvement.

The committee assured Mr. Baker that the delegations need not come, and complimented him on the able and thorough manner in which he had presented the case. The members of the committee gave evidence of their interest and attention by frequent questions and exhibited a most friendly disposition in the matter of making an appropriation. To-night Mr. Baker is quite confident of seeing the Irondequoit bay project in the river and harbor bill. W.

United Press dispatches.

WASHINGTON, March 14.—The president to-day sent to the senate the nomination of John A. Reynolds to be postmaster at Rochester. He also made several army and naval appointments.

Before the rivers and harbor committee to-day Representative Baker favored the improvement of the Genesee river near Rochester and asked that an appropriation of $451,000 be included in the bill for that purpose.

RAILROAD NOTES.

Austin Corbin's Great Head—Various Items of Interest.

The local committee of arrangements is already busily preparing for the convention of railway conductors to be held here in May. It is expected that 2,000 delegates will be in attendance.

One of the modern type of the Erie [illegible]

When Austin Corbin, after gaining control of the Reading system, obtained possession of the Elmira, Cortland and Northern railroad, a local road running from Elmira to Cortland, and of no particular significance, railroad men wondered what scheme the new Reading magnate had in view. When the local road passed into the control of President Corbin it was managed at Elmira by a young man named McLeod, whose reputation as a railroad man was entirely local. One day railroad circles were amazed to hear that Mr. Corbin had seen enough of young McLeod to believe that he was the man he wanted as general manager of the great Reading system, and he took McLeod away from Elmira, and made him general manager of that system. That Corbin was not disappointed in McLeod is made evident by the fact that he has been advanced to a place in the Reading's council next in authority to President Corbin himself. It was not long after Corbin took possession of McLeod and the Elmira and Cortland road that inklings of his scheme in which that little road was to play an important part began to be had among railroad men. It was nothing less than the building of a railroad from Northumberland, Pennsylvania, on the line of the Philadelphia and Reading, up through the great semi-bituminous coal regions of northern Pennsylvania, to a junction with the Elmira, Cortland and northern at Elmira, which road will give all that important commercial and industrial region an outlet to the New York Central and its system of roads in New York state. The surveys have all been made, the route of the new road accepted by the Reading company, and bids opened for the construction contracts. This is one of the most important railroad movements of the year and without the control of the little Elmira and Cortland road Mr. Corbin's sscheme would have been entirely worthless.

TO STIMULATE TRADE WITH SOUTH AMERICA.

The plan of Colonel Gustav A. Karwiese for a method of transportation to facilitate commerce between the United States and the Central and South American countries is of especial interest in view of the widespread attention now directed to the Pan-American Congress. Colonel Karwiese, who is a well-known engineer, having been connected with the work on the Panama Canal and an associate of Captain J. B. Eads, in some of the latter's most successful engineering feats, has surveyed a line for a railroad from Rio de Janeiro, through Brazil to Bogota, in the United States of Colombia, and thence to Barranquilla, on the Caribbean Sea. From that point Colonel Karwiese proposed a steamship line to Galveston, Texas, and thence a railroad line to Kansas City, Mo., as that place is the geographical centre of this country. Such a line, if established, would open up a vast territory to the [illegible] of the United States, and would do much to [illegible] complete the ends for which the Pan-American Congress has been assembled.

One of the grandest things that ever happened for the city of Rochester was the organization of its Chamber of Commerce two years ago. That body has already done more than anything else to make a city out of what has so frequently been alluded to as an overgrown village. It has united our business men and enabled them to act in concert for the public good in a manner undreamed of before. In order to see what has been accomplished in this direction during the past year it is but necessary to read the splendid report of the able secretary, Mr. J. Y. McClintock. To our citizens who take an interest in municipal and business affairs the document, as fully published in the daily papers of Tuesday, is as important as is a governor's or President's message to the state or country at large. The Chamber has from the start been singularly fortunate in the selection of all its officers. The president for the first year was Mr. H. H. Warner; for the second year Mr. William S. Kimball, and now the latter is succeeded by Mr. L. P. Ross, one of the practical business men of Rochester and a public-spirited gentleman.

THE GAS WELLS OF FINDLAY.

To the Editor of The Tribune.

Sir: Following is a copy of a letter to me from Dr. A. L. Davis, an intelligent and trustworthy business man of Findlay, Ohio. It corrects the report of your correspondent in Findlay, which report would do great injury to an extensive business community.

S. T. LAMB.

Schroon Lake, Essex Co., N. Y., Oct. 20, 1889.

(Copy.)

Your favor of the 14th inst. is received and contents noted. It is indeed news to the people residing here that the "glory of the Karg well has departed," as we are well aware that this is a mistake. The well has been used constantly until the past few weeks, as the city superintendent informs me, but at present it has been closed down to give it rest. This precaution is taken by all gas companies who have

Y, OCTOBER 26, 1889.—FOURT[illegible]

wells enough to permit them to do so, as by that means the wells will regain vigor, and are not so apt to become parafined. The Karg is not by any means the largest well in this field, as the city has drilled in five or six this summer which show a greater capacity, one or two which gauged from 30,000,000 to 40,000,000 cubic feet per day.

year will not exist again until 1890.

ONLY ONE REMEDY.

"There is a time when forbearance ceases to be a virtue." This is the way the *Atlanta Constitution* begins a determined editorial on the wretched gas supplied to the city by the gas-company under contract. "With five lights of a chandelier lit the gas, as at present supplied, will hardly furnish enough light to read by." When so brilliant a journal as the *Constitution* makes such a complaint something serious must be the matter.

It is the same old trouble. It is only one more city coming to its senses. The Atlanta company is a consolidated concern—the usual outcome of the franchises given for purposes of "competition." There is no trouble with the contract—*that's* all right. Candle-power is specified. But what Atlanta is now getting is candle-weakness—and lots of it. The *Constitution* calls upon the Mayor and Council to "take hold of the matter, as they have chartered this consolidated company." That's all well enough, but it never will work. And Mr. Grady's lively organ makes a grave mistake when it says of those officials: "If they cannot protect the people in that direction, they can give a new company special privileges, and a new company can be organized in a week's time." Ah, fond and fatal delusion! That is the siren's song that has befooled many a city before Atlanta. Don't listen to it! The more gas companies you organize the worse off you will be, and the harder you will find it to adopt the only sure remedy—municipal lighting.

AN INDIANA GAS DECISION.

The Natural Article Can be Piped Out of the State at Pleasure.

INDIANAPOLIS, November 6.—For the first time in the history of natural gas its commercial standing has been fixed by a court of appellate jurisdiction. To-day the Supreme Court handed down a decision in which all the Judges concur, in which it is held that natural gas may become a commercial commodity, and that the State Legislature cannot enact any law regulating commerce between the States, for the reason that the Federal constitution forbids the States from legislating on that subject. Therefore, the legislative act of last winter prohibiting the piping of gas out of the State is unconstitutional.

The law was passed to prevent the Chicago Gas Trust from piping gas to Chicago, and under this decision work will begin at once to connect the gas fields with the city by the lake. The home gas companies hoped that the court could give the law some standing by holding that foreigners might not condemn the right of way over which to pipe gas. This was a strong hope, but it comes to nothing.

Pittsburgh Dispatch Nov 7/89

[illegible] and family returned yesterday evening from a lake trip to Duluth.

West Bloomfield.

WEST BLOOMFIELD, July 30.—The Ontario Improvement and Gas company is developing the gas territory in the southeastern part of the town. The twenty-second well, located on the farm of James Worthington, has just been completed. Is is one of the best wells opened by the company and is estimated to be a fifty to seventy-five stove well. The gas belt, as developed, seems to lie in a course nearly east from the old Bubo or Arnot well, the first one drilled in this section. The last well on the Washington farm is about one and one half miles east of the old Bubo. The company will begin boring another well forty rods further east, and expect to develop the territory for four miles in the same direction as rapidly as possible. Nearly all the farms along this line are under lease to the company. Mr. Dean, the manager, is on the ground.

September 4, at 2 p. m., at the Mayor's office. The time for the reception of plans and specifications from architects for the building was extended from August 1 to October 1. Tribune July 31/89.

TO PIPE INDIANA GAS TO CHICAGO.

A SYNDICATE FORMED INCLUDING MESSRS. ELKINS AND WIDENER, OF PHILADELPHIA.

Chicago, July 30.—A local newspaper says: Messrs. Elkins and Widener, of Philadelphia, who arrived in this city yesterday afternoon, told for the first time of a syndicate having been formed some time ago which has secured the gas rights in Indiana of between 50,000 and 60,000 acres and will pipe the natural gas to Chicago. When asked about the Indiana law which prohibits any gas being run out of the State, Mr. Elkins said:

"Oh, we're going to have that declared unconstitutional. The lower courts have already decided in our favor."

Mr. Elkins said further: "This syndicate numbers thirteen members. They are all Chicago men except Mr. Hequenberg, a Pennsylvania oil man, Mr. Widener and myself. We have just signed the contract for building the pipe lines and pumps. Mr. Hequenberg is to build the line, and he contracts to have gas flowing into the Chicago mains by November 1. He is the man who built the pipe line into Buffalo and the first man who conceived the idea of pumping the natural gas through long pipe mains. Our line will be 138 miles long. We shall put in at the start two eight-inch pipes. These will deliver 40,000,000 feet a day. The right of way for the line is nearly all obtained and every contract is let for the completion of the work."

D & C. Dec 25 /89

A NEW GAS COMPANY.

Its Central Office Will be in Rochester—A Mystery.

At Albany yesterday a gas company was incorporated under the name of the "City Gas Company of Rochester."

In the papers of incorporation James A. Chapman and Edwin T. Rice, Jr., of New York and Samuel S. Walters of Jersey City are named as incorporators. The company is incorporated for a term of fifty years to manufacture and sell gas, electricity and other illuminants for purposes of light, heat and power. The capital stock of the new company will be $500,000 in 5,000 shares of $100 each. In the articles of incorporation it is also stated that operations are to be carried on in McKean and Elk counties, Pennsylvania. The principal office of the company will be in this city.

Last evening several well-known gas men were interviewed by DEMOCRAT AND CHRONICLE reporters, and all said that they knew nothing of the new company, and were not aware that there were any Rochester parties interested. It was stated by an official of the consolidated gas companies of this city that the men named as incorporators were not in any way connected with that company. It seemed to be the general opinion that the company was the outgrowth of the natural gas agitation.

NO SHORTAGE OF GAS.

A Misconception of Some Contractors Explained by a Philadelphia Official.

Philadelphia Gas stock reached 31¼ on 'Change yesterday, the lowest figure attained since it was listed, mainly upon a misapprehension. An official of the Philadelphia states in this connection that Park Bros. & Co., who have been supplying Shoenberger & Co. with natural gas, on September 1 made a sub-contract with the Philadelphia Company to supply Shoenberger & Co. with gas for 60 days, and that that contract would expire and had not been renewed.

The Philadelphia Company has an 8-foot strip of land running to Murraysville, and is at present substituting one large main for several small ones, which necessitates the shutting off of the gas supply at intervals. There seems to be but small foundation for the alarming rumors extant about the failure of natural gas.

Illinois Natural Gas.

CHICAGO, Messrs. Elkins and Wilder of Philadelphia, who arrived here yesterday, state that a syndicate has been formed which has secured the gas rights in Indiana of between 50,000 and 60,000 acres, and will pipe the natural gas to Chicago. Mr. Hequenberg, a Pennsylvania oil man, is to build the line, and has contracted to have gas flowing into the Chicago mains by November 1st. He is the man who built the pipe line into Buffalo. Two eight-inch pipes, having a capacity of 40,000,000 feet per day, will be constructed at the start.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

BALTIMORE A[illegible]

TAXATION A NEW THING.

FIRST OF PROFESSOR ELY'S LECTURES AT THE PEABODY.

A Glance at the Days of Yore, and Another at the Present—Changes That Have Taken Place as the Years Rolled Away. The Old System and the New.

Dr. Richard T. Ely, professor of political economy at the Johns Hopkins University, lectured last night at the Peabody Institute on the "Evolution of Taxation." The large hall was crowded. He spoke to the following effect:

The evolution of taxation is simply one aspect of the evolution of society. Society is a growing, changing organism which is never in a condition of rest. We have only to look about us to see how new is the society which we see all about us, of which, in fact, we make a part. If we are called to name prominent features of industrial society to-day, do we not mention steam railroads, street-car lines, illuminating gas and electric lighting, telegraphs and telephones? Yet all of these did not exist one hundred years ago. I think the ordinary man would scarcely mention banks, because it would not occur to him that they are new; yet banking, in the modern sense of the word, is new. There are probably something like 10,000 banking institutions of all kinds in the United States to-day, but a little over one hundred years ago there were only three, and Burke says that in 1750, even in England, there were scarce a dozen bankers' shops outside of London.

Large corporations are also new. When Adam Smith wrote his book "Wealth of Nations," in 1776, he gravely argued that corporations were a failure; because, obliged to act through paid agents, they could never compete with individual enterprise. Now it looks as if corporations would swallow up individual enterprise.

Land tenure has undergone change. It is only recently that men have been able to buy and sell land freely like personal property. Capital has doubtless always existed, but not in the modern sense. The significance of capital was so different three hundred years ago that the modern controversies between capital and labor could not have been even understood. Labor has undergone change, and the universal personal freedom of unskilled labor is not yet a generation old.

What has been already said has prepared you for what I have yet to say about the evolution of taxation. You will not, I am sure, feel surprised to learn that taxation has undergone change in historical times. Yet, I think you will be surprised when I tell you that taxation is a new thing. Such is the fact. Modern finance can scarcely be said to be one hundred and fifty years old. I do not mean that no such things as taxes can be found in ancient times. We read of taxes in ancient history, but taxes then were different in purpose, in spirit, and they were far smaller in amount. How were ancient states, like Athens and Rome, supported? It would take a long time to explain fully the financial systems of classical antiquity, but it can be stated as an undoubted fact that subjugated foreigners were expected to meet the expenses of government. Conquest in war, according to the view then obtaining, carried with it full and complete rights over the persons and property of the conquered. The lives of the conquered were spared, but, in return for this clemency, they were expected to pay tribute. This is why the payment of tribute was considered a deep national degradation. Tribute was quite different from taxation. Taxes are the offerings of free citizens, laid by themselves, or their representatives, for common purposes, and not the exaction of foreign conquerors. The land of the conquered became the property of the conquerors, but the original owners were frequently allowed to cultivate it, paying for this privilege what has often been called a land tax, but it was no real tax. It was a rent for land which, according to existing laws, belonged to others.

An illustration taken from our own city will help to make clear the difference between rent and taxes, and will also serve to show the importance of discriminating between rent and taxes. Our street car lines, in addition to regular taxes, pay what is called a "park tax", which is nine per cent. of their gross revenues. Now this park tax is really no tax, and should never have been called a tax. It is, in reality, rent—a payment by corporations for the use of public property—namely, the public streets.

As we advance nearer to our own times, we come to the Middle Ages, when the patrimonial idea of the state obtained. Public and private rights were not distinguished, and the prince looked upon his authority and rights as private property. Large domains belonged to the sovereign, and sovereignty sometimes grew up out of land ownership. A real right of taxation was not recognized. When the sovereign needed money, he was obliged to coax the people to pay it. The people said: "Yes, we will pay you the money you want, but on such and such conditions." Again and again the sovereign came to the people for money, and again and again the people imposed new conditions on their ruler. Finally, out of this contest, grew representative government, and the representatives called together to grant taxes did not stop with that, but laid their hands on one bit of sovereignty after another. This has continued in England until the House of Commons has become supreme and the power of the monarch a shadow.

Beautiful Frescoes at a Bank.

THE LEGAL RATE OF INTEREST.

A Protest From the New York Clearing House Protesting Against a Reduction.

The following letter, which explains itself, has been sent to Mr. Bradford Rhodes, chairman of the assembly committee on banks:

NEW YORK CLEARING HOUSE,
14 PINE STREET, NEW YORK, March 8, '90.

To the Honorable the Senate and Assembly of the State of New York:

The undersigned, representing the Clearing House Association of Banks of the city of New York, respectfully represent that the proposed bill for the reduction of the legal rate of interest in the State of New York to five per cent per annum, presented to your honorable body, would, if it became a law, work most injuriously to every industrial interest of the State, because among other reasons:

First. No State of the Union has a lower rate than six per cent, and this commercial metropolis could not bear such unfavorable discrimination among cities and States with which it is continually in active business competition.

Second. Such a change would not only divert home capital to other places where it can secure better rewards, but would prevent it coming here, as now, from all parts of the world to participate in the prevailing commercial activity, with which the prosperity of our large agricultural and mechanical interests are so closely identified.

Third. [illegible] capital [illegible] would not only [illegible] vitality, [illegible] relief, which are indispensable to the whole country in times of financial stringency.

Fourth. It would withdraw large sums from existing loans on real estate in New York, and send it to other cities, whose agencies are [illegible] soliciting such [illegible].

Fifth. It would seriously impair the resources and profits of our savings banks, who hold the earnings of the poor, and who already find it difficult to earn for their depositors even a low rate of interest.

The undersigned are convinced by experience that a low rate of interest for money is best secured by competition through the ordinary laws of supply and demand, and that a reduction of the rate is best attained by competition of lenders with each other, and that no more serious injury could be inflicted upon our State than would be produced by the repression of commercial activity through the measure proposed.

All of which is respectfully submitted by: President American Exchange National bank, George S. Coe; president Merchants' National bank, J. D. Vermilye; president Chemical National bank, G. G. Williams; president Gallatin National bank, F. D. Tappen; president Commercial Exchange National bank, W. A. Nash; president Bowery National bank, Richard Hamilton—committee.

OTHER WEAPONS THAN PENS.

IMPORTANT RESULTS.

WHAT THE CHAMBER OF COMMERCE HAS ACCOMPLISHED.

Secretary McClintock of Rochester's Chamber of Commerce Tells How an Electrical Railroad Steal Was Frustrated—Secretary Wheeler Talks of the Work Thus Far Accomplished, and George N. Southwick of the Hudson Improvement.

The 270 members of the Chamber of Commerce had been notified by the secretary that a meeting would be held in the rooms last night at 8 o'clock. At the appointed hour the only member present was the secretary. At 9:30 12 members were present and it was decided to hold an informal discussion.

George N. Southwick was called to the chair, as President J. Howard King was out of town. Secretary McClintock of the Rochester Chamber of Commerce was called upon to give an account of the workings of that body.

SOMETHING LIKE BUSINESS.

Mr. McClintock said that the Chamber of Commerce of Rochester, which has a membership of 300, had also been afflicted with a paucity of numbers at meetings until some-one conceived the happy idea of having a lunch served after each meeting. Of course, all the members would scorn the suggestion that they came on account of the lunch, but they came, nevertheless. As to what it had done, the Rochester body could not, perhaps, boast so greatly, still it had accomplished something considerable. The speaker's idea was that the principal object of such a body was to influence public opinion in favor of plans to further the public welfare. As he looked at it, any idea evolved by a representative body of men would probably meet with public approval and support. He mentioned something which the Rochester organization has lately accomplished, which, in view of recent events in this city, will be of interest to Albanians. The Rochester street car lines were bought up by a syndicate. The syndicate proposed to operate the city's entire street car system by means of electricity. It adopted the "old-fashioned" method of furthering its plans; that is, it placed its project in the hands of a pliable committee of the Common Council. That committee held meetings with closed doors, and the public remained in ignorance of its doings until one day the papers published a long contract between the city and the street car syndicate which, it was stated, had been agreed upon, and would probably be approved by the aldermen.

THE CHAMBER OF COMMERCE STEPS IN.

Members of the Chamber of Commerce read the contract and at once saw an able-bodied colored gentleman in the fence. Five members of the executive committee met and considered what was best to be done. It was then Friday. The aldermen's meeting was to occur on the following Monday. There was no time for delay and little time for action. But action was taken. The committee prepared a memorial to the Common Council—which was signed by all the trustees except a few interested in the scheme—and engaged the services of Ex-Judge Danforth, of the Court of Appeals, Rochester's leading lawyer and citizen. He examined the contract. He said, "This is no contract—it is a give-away! It is a statement of what the syndicate will do; that is, all." The upshot of it all was that the contract was so altered as to abolish the use of "bob-tail" cars, to establish the use of transfer tickets; and most important of all, to compel the syndicate, in return for the valuable franchise granted it, to pay into the city treasury 1 per cent. of its gross receipts for 15 years; and after that 2 per cent, thus assuring to the city a revenue aggregating $2,000,000. Mr. McClintock gave some other interesting particulars and suggestions.

SECRETARY WHEELER'S REPORT.

Secretary Wheeler read a report in which were collected the various doings of the Chamber of Commerce, which have been published from time to time as they have occurred; and it appeared from this report that despite the seeming inactivity of the organization it has accomplished quite a little.

A long communication from the committee on trades and manufactures was read, which embodied many valuable suggestions as to the duties devolving upon the Chamber of Commerce, such as sending abroad illustrated pamphlets setting forth Albany's advantages, to advertise Albany's desire to acquire new industries, to send appropriate circulars to merchants, to send the secretary abroad to interview manufacturers desiring a new site, to take charge of visiting manufacturers, etc., etc., and which suggested again the formation of a company with a capital of $500,000, in shares of $10 each, for the purpose of aiding in the establishment of new industries.

Mr. Danaher said that there was something of the irony of fate was evident in the fact that the communication just read had been written by Grange Sard, whose firm just now is engaged in removing its stove plant to Aurora, Ill., and that Mr. Warren, of Troy, the president of the Troy Chamber of Commerce, is about to remove his industry [illegible]

[illegible] sent to Washington for the purpose of urging an appropriation in the river and harbor bill for the improvement of the upper Hudson, and the passage of Congressman Tracey's bill to appropriate $10,000 for the purpose of making [illegible] sels. Mr. Southwick detailed at length what had been done, and expressed the hope that the trip to Washington would bear fruit. He also called attention to the fact that Senator Chase, of this district, desired some expression of sentiment from the Chamber of Commerce relative to the endeavors of the city of Syracuse to secure legislative sanction for its scheme to use Skaneateles lake as a source of water supply. He pointed out the danger to the Erie canal if the waters of that lake should be diverted from the purpose of feeding the canal, for which they are now used, and Messrs. Southwick, John Boyd Thacher and J. W. McNamara were appointed a committee to appear before the legislative committee to oppose the Syracuse measure.

Mr. Southwick also suggested that the Chamber of Commerce should do something to urge the appropriation of $750,000 for improving the Champlain canal. He pointed out how important that waterway is to the lumber interests of this city. After some further discussion, the meeting adjourned.

WHAT SHALL WE DO ABOUT IT?

Under the significant heading "A Question of Life or Death," the Troy Times, last evening, prints the following statement:

Most unwelcome news. The Fuller & Warren company is to remove from Troy to Joliet, Ill. This will deprive our city of one of its largest and most important industries. It employs, when in full running order, about 1,200 persons. Its removal will throw these employes into idleness or compel them to seek work elsewhere or in some other calling. It means the withdrawal of a vast sum of money paid out as wages and circulating among tradesmen to the benefit of the whole community.

What is Troy to do about the matter? One by one its industries are departing to other points where more favorable conditions await them. Is the drain to continue until the manufacturing enterprises which have built up Troy's prosperity are all gone? The outlook is forbidding and disastrous unless something is done, and that quickly.

The firm of Fuller & Warren is one of the largest stove manufacturing firms in the State, its annual pay roll amounting to about $1,000,000. The indirect effects of its removal will be felt in Albany county in ways evident on reflection, but unnecessary to enumerate at this time.

Less than a year ago the announcement was made in Albany, that the firm of Rathbone, Sard & Co., the largest stove manufacturing company in the State, proposed to move west. The determination of this Troy firm, following closely upon the decision of the Albany firm, must make even the most heedless in this vicinity stop to think.

It is no mere fancy or attempt to make partisan capital which impels The Argus to assert that the tariff tax laws of the United States are crushing out the industries of the Atlantic seaboard, and that unless those taxes are speedily reduced, we must be prepared to see other manufacturing firms follow to the west these two great companies, which together have employed nearly 3,000 men and have sustained a population of over 10,000 within the radius of six miles of this office.

Tariff taxation has been a direct burden on the stove industry of Albany and Troy for years. The acknowledged superiority of American stoves would win them the markets of the world under fair trade conditions. Foreign stoves, since the days of the early Dutch settlers, never have competed and never can compete with our own product. But heavy taxes are levied on all the materials which enter into the manufacture of stoves, and those taxes depress the business and prevent its expansion. All through the east manufacturers and employes alike are coming to realize that fact. In 1888 the three members of the firm of Rathbone, Sard & Co., life-long Republicans, voted for President Cleveland, specifically on the ground that a reduction of tariff taxation was a necessity to the maintenance of their industry in the east. The letter of Gen. John F. Rathbone, published in these columns at that time, remains unanswered and unanswerable. Others, less quick to recognize facts, have followed their opinion, and within the past few months nearly every manufacturer of iron goods of any description in New England, has signed a petition to congress, headed by the name of Oliver Ames, the Republican governor of Massachusetts last year, asking congress to reduce the tariff taxes which oppress their several industries.

"What is Troy to do about the matter?" asks the Troy Times, and what is Albany to do, what are Springfield, Worcester and a score of other cities to do? The firms which move from among us "to get cheaper iron and coal," as the secretary of Fuller & Warren says, will doubtless succeed in their new places of business. But, in the meantime, Albany and Troy see their chief industry driven from them and their prosperity sapped.

We in Albany have been congratulating ourselves over the passage of a little bill to make this city a port of immediate entry and thus relieve our merchants of some of the impediments which customs laws put in the way of our trade. Are we to [illegible]

[illegible] us by federal tax laws, which men accepted willingly when they were needed to raise money to carry on the war for the [illegible] which now are working destruction everywhere?

Albany Journal March 12/90

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THE ILLEGAL INTEREST RATE.

HEARING ON SENATOR ERWIN'S FIVE PER CENT BILL.

Bankers and Manufacturers Stoutly Oppose the Measure—Merchants Against It—The Farmers Petition for Its Passage—Other Legislative Business—The Collins-Rogers Contest—The Troy Outrage Shown Up.

The Senate committee on general laws gave a hearing yesterday afternoon on Senator Erwin's bill to make the legal rate of interest 5 per cent in New York state.

Senator Erwin read letters from farmers throughout the state in favor of the bill and said that it had been endorsed by various organizations.

Clinton Rogers, representing the Chamber of Commerce of Rochester, spoke against the bill. He said that it was the opinion of the business men of his city that the passage of the bill would be the worst thing in the world for the farmers. Only Louisiana had a rate less than 6 per cent. Capital, both American and English, would be driven from the state. Lenders were not going to let their money go at 5 per cent when they could get 7. Supply and demand only could control the rate of interest.

J. Y. McClintock, secretary of the Rochester Chamber of Commerce, followed. That organization of business men opposed the bill because they were all borrowers, and held that a lowering of the rate would injure them. He read a paper which asserted that money would be driven from the state, comparing the rates of interest in the various states and the penalties for usury therein, and presented a petition signed by over 100 business concerns in Rochester against the bill.

E. A. Groesbeck, cashier of the Albany Commercial Bank, thought that the first result of the bill would be to drive money into Western loans and mortgages. It would make it more difficult for farmers and small traders to obtain money in small amounts on loans. It would make it more difficult to obtain loans on real estate by causing the foreclosure of mortgages. The bill would make more severe the competition between the Western and the Eastern farmers by driving money to the West and so developing the farming interest there.

Senator Erwin asked how the situation now differed from that in 1879 when the rate was lowered from 7 to 6 per cent.

PRECEDENT HAD PROVED IT.

Mr. Groesbeck answered that the first reduction had had a tendency to take effect as he had predicted in the case of this bill and a further reduction would accelerate the evil.

Andrew J. Nellis, representing the manufacturers and business men of Fulton county, said it might be all right if the usury laws were replaced. People here were willing to take three per cent from the banks because they were unwilling to risk money outside the state. Some of the farmers in his county had mortgages at 5 and some at 6 per cent. The capital which seeks investment in bonds and mortgages and notes is the capital of poor men and these men would suffer. To Mr. Erwin he said that the West was already mortgaged to the full extent and that more money placed there would be lost. To Mr. Van Gorder he said that about two-thirds of the small loans made in Johnstown were made by laboring men.

The Hon. Hamilton Harris said that in 1879 other states had a rate of 6 per cent, and New York stood alone at 7. Now only one state had a rate of 5 per cent. He read the protest of the New York clearing house against the passage of the bill.

The Hon. Abraham Lansing spoke against the bill saying that it was no stranger, but heretofore it had never come out of the committees. Senator Irwin explained that he had introduced the bill in reply to urgent requests from farmers everywhere.

MUST BE EQUALIZED, FIRST.

"The United States is a family of nations" said Mr. Lansing, and until the rate of interest could be equalized everywhere it would be useless to pass this bill. Business men had been better friends to the farmers than they had been to themselves. The reduction from 7 to 6 per cent had been injurious. The hue and cry of the farmers should not be listened to. The usury laws, which were inoperative, a hindrance and a fraud should be repealed. It would be the ruin of the state were this bill passed.

David C. Robinson, of Elmira, said that the situation was much more serious than had been suspected. The farmers should not be listened to in this matter. The farmer felt the tightening of the money market first of all and this law would cause the utmost stringency. In Chemung county, it was difficult to get money now at 6 per cent. If the bill were passed it would put New York capital one cent below that of any other state and would subject it to drains which did not exist in 1879. The reason that municipalities could get money at 3½ per cent was that the class of loans that many concerns could make was limited by law.

E. P. Durant, representing the Albany Board of Trade, said that the merchants of Albany were against the bill. They felt it would incommode them, and if it did this the farmers would be incommoded through them. He spoke of the small rate now paid by the saving banks and said that money would not be worth saving if the rate were still further lowered.

OPPOSITION FROM TROY.

William Shaw, of Troy, spoke for several banks in that city which were opposed to the bill. He said that any farmer in Rensselaer county could get all the money he wanted at 5 per cent on good security. Mr. Shaw persistently dodged Mr. Erwin's questions as to the average rate of interest in cities. He said [illegible] under a high rate of interest.

L. W. Rowell said that this bill contemplated the offering of the same kind of security by every borrower. To Mr. Erwin he said that the average rate for call loans in New York city was about 4 per cent. There was a great deal of difference between real estate security and commercial paper. If the farmer could offer as good a class of security as that in cities he could get his money at as low a rate.

Others who were present against the bill were Dudley Olcott, of the Mechanics and Farmers' Bank of Albany; J. I. Wendell, of the Merchants' Bank of Albany; George A. Stone, of the Troy City Bank; J. H. Neper, United Bank of Troy; Mr. Gurley, of the Union Bank of Troy; George Morrison, of the National Bank of Troy; C. D. Thurber, Citizens' Bank, Saratoga; W. S. Schermerhorn, Schenectady Bank; W. H. Ramsey, Union Bank, Kinderhook; F. P. Salmen, State Bank, Chatham; George W. Wilbur, Wilbur Bank, Oneonta.

THE PROPOSED REDUCTION OF THE INTEREST RATE TO FIVE PER CENT.

The pending bill of Senator Erwin to reduce the rate of legal interest from six to five per cent. is very generally condemned among financial men in New York. The Evening Post has interviewed a number of them and gives their views.

O. D. Baldwin, president of the American Loan and Trust Company, said: "The passage of the bill to reduce the rate of interest to five per cent. would be a blow to the commerce of this city and state about as serious as that given it by the Saturday half-holiday. The latter, I believe, costs the city and state about $100,000,000 annually. I am in favor of the abolition of all usury laws, except so far as to make a legal rate of interest applicable in cases where no rate has been fixed by the parties in interest. The passage of the Five Per Cent. Law would cause the removal of an enormous amount of capital from this state. The deposits in this city amount at present to somewhat over $400,000,000. Of this probably $150,000,000 bears interest, and a large part of this would be lost to the banks. I remember that when an attempt was made a few years ago to have the banks in this city refuse to pay interest on deposits, the manager of a foreign bank, which had $700,000 on deposit in banks here, told me that if the banks followed the policy then under consideration he would withdraw all but about $150,000 of the money and place it in banks outside of this city and State. If the present 5 per cent. act were to pass, Philadelphia, Boston, Chicago and other cities would gain immense advantages at the expense of this city."

F. O. French, president of the Manhattan Trust Company, said: "You might as well go to work regulating the price of flour, eggs and butter as money. It might be possible to fix a price for such things inside the state; but if a higher price prevailed outside it, New Yorkers would not have a very big food supply to draw from. If money can command a bigger rate of interest outside of the state than inside, it will leave the state. We have had a rate of interest here within the past year ranging from 2 per cent, to 40 per cent. The law of supply and demand regulated this range. There can be no law which can force money when it is scarce from being dear, or enable capitalists, when it is plenty, to secure a rate for it which is higher than would be natural. This attempt to regulate the price of money has been going on for 400 years, and it has never been perfectly successful anywhere."

Frederick B. Olcott, President of the Central Trust Company—"I would regard the passage of the 5 per cent. interest law as an injury to the business of this city. It would undoubtedly drive capital away from us to places where better rates could be had. As a general rule the rate in this city has averaged lower than 6 per cent., and there has been no hardship through failure to obtain money for business purposes which would seem to warrant the introduction of such a measure. The real-estate business would decidedly suffer from the passage of such a law. When a man begins to improve a piece of property he pays willingly 6 per cent., and after he has effected his improvements he finds no difficulty in getting money at 5 per cent."

James A. Stewart, president of the United States Trust Company—"I consider this to be pernicious legislation. I have no hesitation, when asked for a definite opinion, to say that the bill to reduce the legal rate of interest in this state is open to very grave objections.

"(1.) It puts all the state banks, trust companies and savings banks at a great disadvantage compared with the national banks, which can lend at 6 per cent. without being subjected to the very severe penalty for taking usurious rates of interest in the state.

"(2.) It puts the poor man and the farmer at a disadvantage, as, of course, all the 6 per cent. loans will be called in, and only the very choice loans on improved estate in the cities and towns will remain at 5 per cent.

"(3.) The savings banks, of course, will have their profits reduced, and as they have great difficulty now in paying profitable [illegible] per annum, [illegible] such depositors still more.

"(4.) The natural flow of capital to the city of New York will be lessened, as these restrictions always affect its tendency to be sent here from all parts of this country and Europe, in order to benefit by the previous liberal laws of this state. It affects the borrower more unfavorably than the lender, as the moment money becomes dearer and the risk of lending at higher rates becomes greater, capital will be driven to New England and other neighboring states where the usury laws are not so stringent as they are in this state."

At the Farmers' Loan and Trust Company it was said: "It is the old story of a Legislature trying to do what has always been and always will be best done by the law of supply and demand. Such a law would not affect very seriously the largest institutions which loan money, while to the smaller ones it would bring great harm, and in many cases, possibly, disaster. It would drive capital from this centre to competing centres, and thus hurt this city and this State."

[illegible] purposes preservative.

Albany Journal Jan 11/90

TWO MISGOVERNED CITIES.

Troy, like Albany, is threatened with the loss of its largest stove industry.

The removal of the Fuller & Warren company would be a serious blow to the prosperity of the up-river city. The 1,000 hands that it employs represent fully 5,000 population and contribute in no small degree to the business and real estate interests of the city. Vacated dwellings and closed stores would mark the departure of this large industry; and a heavy depreciation in real estate values would ensue. That business, especially of a retail character, would suffer goes without saying.

Albany and Troy are suffering from similar causes. Whatever may be alleged against Albanians, none will question the business enterprise that has marked the up-river city. Her prosperity has been largely artificial, like that of Syracuse or Rochester, and largely at the expense of Albany. Yet artificial influences, in the shape of municipal misgovernment of the very worst kind, have neutralized the admirable qualities of her business men and cursed her with a dry rot that is invading every branch of trade and industry. The gang that follows Brewer Murphy in Troy is as unprincipled, corrupt and generally unfitted for an honest and economical conduct of the city government as the tax-eaters and suffrage-stealers who train after D. Cady Herrick in Albany. The revelations in the contested senatorial case at Troy show that the city is in a well-nigh hopeless condition.

A gang that will steal the suffrage will steal taxes; and prosperity is impossible in any community where such men are in control.

High taxes have struck at the interests not only of the Fuller & Warren Company, but of every man in the concern's employ. High taxes mean high rents. High taxes mean a reduced capacity on the part of a business corporation competing with more favorably situated concerns to pay high wages. High taxes and high rents have been a prolific source of trouble between employer and employed in Troy as well as in Albany. They have given more or less justice to the employer in the demand that wages be reduced, and to the employed in the demand that wages be increased. High taxes have been the secret of a great many differences between capital and labor.

And while the tax-eaters have piled up the burdens on Troy and Albany tax-payers and rent-payers, the gas, electric, railway and other interests allied with the "gang" have not only been allowed important public privileges without any compensating return to the tax-payers and rent-payers, but also to charge exorbitant prices for the various services they perform or the products they supply and further burden the over-burdened real estate. Hundreds and hundreds of saloons which impose all kinds of burdens on the real estate of the communities have been allowed to do business on payment of a purely nominal license, instead of supporting the burdens they create and relieving real estate through a system of high license. Like the local monopolies, the liquor traffic has been allied with the "gang." In the meantime every improvement on the streets of the city has been made a source of corruption; and whatever work has been done has been low in quality and high in price. Unnecessary and overpaid offices in the meantime have added to the burdens of misrule. The "gang" has waxed fat in body and full in purse; the em-

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

plexers and wage-workers are lean and emaciated.

Municipal government in Troy and Albany has been worse than a failure; a crime. And to-day in the sharp competition between the cities for the possession of business and industry there is nothing hereabouts to attract, and everything to repel. This is an era of small margins of profit; and Albany and Troy are losing in the competition.

THE EVENING JOURNAL dislikes to talk thus plainly and truthfully. It is an investment, a business enterprise, whose prosperity is dependent on the prosperity of the community in which it is located. It is owned and edited by Albanians, born and reared in this city, who have the warmest sympathy with the people and the most earnest regard for their welfare. It is not a pleasant duty to antagonize the combination of politicians and business men who are transacting the public business for their private profit and are militating against the interests of the people. Yet the truth must be told, if the people are ever to awake and assert their power; and we say what every intelligent observer knows to be a fact that high taxes are destroying the prosperity of this city just as they are destroying the once energetic and prosperous city up the river.

What are the people of Albany and Troy going to do about it?

The Post-Express.

ROCHESTER, SATURDAY, MARCH 15.

THE CONDUCTORS

A GREAT SOCIETY THAT WILL CONVENE HERE IN MAY.

All North America to be Represented—Prospect of Two Busy Weeks—Objects of the Order, Insurance and Mutual Benefit.

The 22d annual national convention of the Order of Railway Conductors is to be held here in May, commencing the 13th and probably continuing two weeks. The society is one of the most important in America, embracing, as it does, in the United States, Canada and Mexico, between 15,000 and 16,000 members, including superintendents, passenger agents and general superintendents of many roads, the great majority, however, being conductors in active service. The order was organized at a convention held in Mendota, Illinois, July 6, 1868. The officers for the present year are:

Grand chief conductor—C. S. Wheaton, Cedar Rapids.
Assistant grand chief conductor—Charles H. Wilkins, Chicago.
Grand secretary and treasurer—W. P. Daniels, Cedar Rapids.
Grand senior conductor—E. E. Clark, Ogden, Utah.
Grand junior conductor—F. P. Silvernail, Denver.
Grand inside sentinel—E. Munday, Montreal.
Grand outside sentinel—P. J. Collins, Mobile.

EXECUTIVE COMMITTEE.
W. C. Cross, chairman, Burlington.
Howard Evans, Schenectady.
Martin Clancy, Kent, Ohio.

INSURANCE COMMITTEE.
J. H. Latimer, chairman, Atlanta.
C. E. Weisz, Middletown.
W. J. Durbin, Milwaukee.

The central office is at Sioux City, Iowa, which town contributed $75,000 to the fund of $250,000 for constructing the building which the society is to erect for its headquarters. The order, although composed of railroad men exclusively, is not an ordinary trades union, nor are its methods the same. One of its most distinctive and valuable features is the insurance which it provides. The annual dues are $36 and for this sum the member in good standing is guaranteed $2,500 in case of death or total disability—the loss of a hand, foot or eye constituting total disability. The dues of a member who does not wish to avail himself of the insurance afforded, are only $4. The order paid sixty-two benefits amounting to $162,723 according to the last report.

It should be stated that every one who is a railway conductor is not eligible to membership. The constitution provides that none but men of good repute may join the society and it contains a clause which enables the order to expel a member who proves to be unworthy. The avowed purpose of the organization is to unite all the conductors of the country for their mutual improvement and advancement and to elevate the standing of members socially and professionally. It is particularly strenuous in insisting that its members shall be temperate and cautious. It does not insist on total abstinence from intoxicating liquor, but discourages its habitual use and will not allow any member to use it in excess or to sell it. The penalty for violating this rule persistently is expulsion. Another province of the society is to act as far as possible as an agent for obtaining employment for worthy members.

These purposes to which the order chiefly directs its attention are, it is evident, such as commend themselves to the good will of all well-disposed persons whether railroad men or not. The rational and conservative principles on which the affairs of the organization have been so long conducted have been appreciated by the railroad managers of America, and a most satisfactory feeling of mutual good will exists between them and the order. This is manifested in many ways, and particularly by the grand excursions which some of the great roads organize for the entertainment of the members on the occasion of each annual meet-

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... carry ... come ... the Michigan Central and R. W. and O., the Chicago and Atlantic, and the N. Y. P. and O., and B. R. and P.

The committee of arrangements of Rochester division ... J. O. ... secretary; ... treasurer; A. H. Smith, Wm. Wadsworth, P. F. Keefe, T. H. Kirk, Orange Sackett, G. T. Parsons, G. H. Brown, S. W. Kimberly.

THE MATTER OF PUBLICATION.

In a letter published elsewhere the city attorney takes the ground that it will not be prudent to disclose the names of the persons who had drawn money from the city treasury at the time the defalcation of Mr. Davis was discovered, or who had received tax receipts for taxes not actually paid. Mr. Ernst pleads for a lawyer's privilege to keep the facts in the case secret from his opponents before trial. The plea may be a good one technically, but we doubt as a matter of fact whether the persons interested are not fully aware of the information in the city attorney's hands. It is probably no secret to them; nor to anybody but the general public.

This paper has not been urgent about the publication of these names, mainly because it has been of opinion that they must come out in the regular process of investigation, and that if published the publication would come most fittingly in the course of legal and official proceedings. Moreover, there is some force in the excuse made heretofore that keeping the names back facilitated settlement. Besides, the list of names known to be in the possession of the expert who examined the city treasurer's accounts was not complete. It included only those caught *in flagrante delicto*, not those who might have been drawing money at other times, and it did not include more than half of those so caught, as some took alarm at once, rushed in, paid off their debts, and destroyed their vouchers. Furthermore, there was not the same degree of culpability on the part of all who had secured advances from the treasury. These considerations made it desirable that a publication of the names should be as full as possible and should be accompanied with detailed explanations.

The danger of delay is this—that the people may grow suspicious beyond even the unhappy truth, and blame in their imaginations some men who are in no way concerned—and that in the end publication may be defeated and these unfair suspicions never allayed.

The letter of the city attorney is unfortunate in the use of such phrases as "popular clamor" and "unjust criticism." The people have been wonderfully patient and considerate; and if they insist upon the publication of the information in the hands of their servants they will not be going beyond their rights. So many officials are concerned that rumor will be apt to charge even those concerned with deciding this point of publication with being "on the list;" and therefore the greatest prudence, good sense, and tact as well as strict integrity are required in dealing with this matter.

ROCHESTER MORNING HERALD

MARCH 17, 1890.

REFORM WANTED.

Organization of a Citizens' Educational Association Proposed.

The following communication and reply are self-explanatory:

ROCHESTER, N. Y., March 10, 1890.

E. R. Andrews:

DEAR SIR—At a meeting of citizens held at the City hall April 11, 1889, for consideration of reports of the different committees on educational reform, that on "Permanent organization" was unanimously adopted. It proposed the formation of a "Citizens' Educational Association," whose object should be "To create and maintain an active interest among all classes of people in the matter of general education."

The undersigned members of the general committee on "Educational Reform" and other citizens, believe that such an organization would bring very beneficial results to our schools as well as to general education, and request you as chairman of the general committee, to call a meeting of citizens at an early date to take steps for the formation of such an organization, to consider some of the reports of the other committees, especially the bill for "Practical, uniform and Inexpensive Text Books," and to take such other action as may advance the cause of practical education.

S. A. Lattimore,	H. S. Greenleaf,
H. L. Fairchild,	Lyman M. Otis,
David J. Hill,	Martin Barron,
H. F. Burton,	D. Copeland,
George D. Olds,	Jerome Keyes,
George M. Forbes,	F. J. Amsden,
J. H. Gilmore,	F. S. Stebbins,
Z. F. Westervelt,	Anson C. Allen,
George D. Hale,	John Greenwood,
E. M. Moore,	Cyrus F. Paine,
M. L. Mallory,	W. C. Hadley,
E. V. Stoddard,	William Streeter,
William F. Peck,	William Wright,
Robert Mathews,	John A. P. Walter,
F. B. Hutchinson,	William See,
George H. Harris,	Lewis Sunderlin,
W. T. Whittlesey,	William J. Parker,
William J. McPherson,	Nathaniel Gillard,
Henry Lomb,	Hiram W. Smith,
Max Lowenthal,	S. S. Armstrong,
Henry Michaels,	John F. Ball,
F. A. Stecker,	John J. Hayes,
Porter Farley,	J. Cauffman,
J. G. Cramer,	George J. Oaks.

The following answer has been received:

ROCHESTER, March 12, 1890.

Heartily concurring with the views expressed above, I hereby, in conformity therewith, call a meeting of citizens to be held in the common council chamber, next Monday evening (March 17th), at 8 o'clock. Ladies are specially invited to attend.

E. R. ANDREWS, Chairman.

GEORGE RAINES

SAYS THE NAMES SHOULD NOT BE DISCLOSED.

Gives the Reasons, Business and Legal, Why — He Never Received a Financial Favor From John A. Davis.

To the Editor of the Morning Herald:

It is openly suggested, too, that the names of some of those whose advice seems most persuasive with the alderman may be found upon the list and the possibility of such a contingency naturally has a tendency to discredit the disinterestedness of the sage opinions which the greatly perplexed Mr. Thayer has invoked.—Editorial item, Sunday Democrat.

There seems to be an absolute determination not to give up the list for publication. There are a great deal better reasons for this than the decidedly flimsy ones advanced by Hon. George Raines and City Attorney Ernst, and it may be in order ere long to give them when patience is exhausted.—Local item, Sunday Democrat.

The fact that neither City Attorney Ernst nor myself has ever received a financial favor from Mr. Davis as an individual or as city treasurer discloses the meanness of the insinuations of the above paragraphs. The further fact that I have never given any reason for withholding from publication the list solicited of Mr. Thayer to any one further illustrates the spirit of the editors of the Democrat and Chronicle, in coupling my name in the paragraph.

But they are welcome to the use of it and freely welcome to my opinions in the premises. Neither will I stop to moralize upon the temptation such reckless publications hold out to honorable men to shun the duties of public service with the incident burden of misconception and slanderous imputation.

Mr. Thayer, who favors me with his confidence in professional matters, for the first time consulted me about the treasury matter last Thursday and then by telephone asked only my opinion as to his duty with reference to the matter of publication of the list for which he was pressed by newspaper reporters. I wrote him this reply:

MR. THAYER: You hold this information as an agent of the city, which has suits pending to which it relates. You should consult the city attorney and be governed by his advice. If he decides to print it, as he would not do if his client were a private person, that will be his affair. Yours, GEORGE RAINES.

Mr. Thayer seems to have placed this matter in the hands of the city attorney, who has decided adversely to a publication pending the suits against bondsmen. I might leave the subject here with the expectation that the editors of the Democrat and Chronicle would do me a measure of justice, but for the knowledge that private affairs of the editor who used my name inspired the use of it and may again. I will therefore give him the benefit of an opinion, wholly without solicitation of any person.

It seems the expert, John Bower, has a decided opinion against the publication, after a careful investigation of the details of the separate advances. His business judgment is enough to guide any lawyer in the handling of any business matter. Do the editors know the man, his experience, his wisdom, his sincerity?

But in view of the distribution of liability over different terms of office and of the final charge to different sureties being dependent on what is finally found to be the true origin of each last advance, what idiocy it would be by a present publication to take a position on the items, and advise the defendants just what the city had to meet them with when they, *as found in the first instance*, seek to discharge themselves by shifting items from date to date or from account to account. The city makes its case perchance by proof of a prima facie shortage in a total amount of cash at the close of a term of office. The bondsmen seek to shift by details as to items, the amount to prior terms or later terms of office with a view to having but one bond for *less than the total loss* chargeable with the loss. Can any one fail to see how necessary it is for every fact and its history to be the private property of the city until the bondsmen's case is fixed by the proofs of the defendants and the best use of the information of the city is had in meeting it?

I have therefore a definite and fixed opinion that Mr. Ernst was never more wise and faithful to his trust than when he took the position of keeping his powder unburned despite the demand of the newspaper press for some fireworks. The press made for some time a total loss of the excess of the defalcation of over $50,000, but the expert and city attorney seemed to know more, at the time, of the case than the press. I suggest that the press take a rest on the subject of this list until they get a legal opinion of a gentleman of standing in the profession that the city's rights could not be prejudiced by publication.

It has been assumed that a mere list of names would not do without details of the true mode and amount of the advance, and evidently any less information would be dangerous matter for a newspaper to print. Without giving other reasons for withholding the list at present, I earnestly commend the wisdom of the city attorney and of the expert, Mr. Bower, in the premises.

GEORGE RAINES.

A New Boulevard.

From time to time mention has been made in the HERALD of a new boulevard from Rochester to Charlotte west of the present one. The plan is to lay out a broad highway from Driving park avenue north to Colonel Greenleaf's property on the west beach at Charlotte. It appears that the projectors have been by no means idle during the past few months and there is good reason to look for the completion of the boulevard. All the right of way through the town of Greece has been secured and the work of obtaining the necessary consents from city property owners will soon be begun.

Mr. Fleckenstein's Bondsmen.

City Treasurer Fleckenstein has furnished his bond for $100,000, which will become binding as soon as it is approved by the mayor. It is drawn up in the same form as the bonds of John A. Davis. The bondsmen are James D. Casey, Hugh Devitt, Charles G. Staud, Joseph Fleckenstein, John Rauber, Frederick Cook, Jacob Gerling, Rudolph Vay, Louis Fien and Mathias Kondolf. Each bondsman has qualified in the sum of $10,000, but the bond is so conditioned that each surety is individually liable for the entire $100,000.

MARCH 18, 1890.

ROCHESTER MORNING HERALD

THE SUNDAY SALOON.

Sunday morning Rev. Father Stewart of St. Mary's church of this city preached a searching and ardent sermon against the evils of the Sunday saloon, a full report of which was published in the HERALD yesterday. It is needless for us to say to our readers that with the great body of this earnest and able discourse we are most heartily in accord. The HERALD has never failed when the subject was at all pertinent to declare its conviction that the open liquor saloon on Sunday was an outrage upon the public and a reproach upon any official who consented to it. It would be a most fortunate thing if all clergymen of every creed and race would admonish their flocks of the curse inflicted upon the community by the saloon, especially in the latter's Sunday operations.

In the course of his vigorous remarks Father Stewart said:

The mayor cannot make a compromise. He must execute the law which commands saloons to close all day Sunday. If this effort would be useless, let me suggest a means of solving the difficulty. Let there be a public meeting of the best elements of society, as well as all respectable and self-respecting saloon keepers, *and an agreement signed by them to close their saloons from a reasonable hour on Saturday night until Sunday afternoon.* Or let all reputable saloon keepers sign such an agreement with each other, and if any one is found violating this rule, withdraw the license and close them without hope of renewal.

We have placed in italics the gist of the above suggestion. Later on in his discourse the speaker said: "No doubt you wish me to raise my voice to have the saloon closed all day on Sunday. I wish it were practicable. Our past administration rooted the system and it is hard to undo what is ingrained in the community. Let us accept what is feasible at present and pave the way to greater reforms."

Agreeing with Father Stewart, as we have already said, in the most that he said, we must totally and emphatically dissent both from the suggestion and conclusion embraced within the passages just quoted. It will be Mayor Carroll's duty as it has always been Mayor Parsons' duty, under the law, to have the saloons closed on Sunday, and all day Sunday at that. If Mayor Parsons persistently refused to execute the law at that point, as he did, that fact will be no excuse for Mayor Carroll. The former has been denounced and condemned for years for his remissness. The churches, the sober and the law-abiding classes and portions of the press have frequently censured his administration on that account. It has been the one serious blot on an otherwise excellent record as chief magistrate of this city. To it more than to any other feature of his official conduct does he owe his defeat and Mayor-elect Carroll owe his success at the recent election.

Now, is that policy to be continued under the new regime or is there to be a half-and-half enforcement of the law? We prefer to believe and declare as Father Stewart did at the beginning of the first quotation given above: "The mayor cannot make a compromise. He must execute the law which commands saloons to close all day Sunday." That is sound common sense. It is the language that should be used by every clergyman. There can be no compromise, no agreement under which men will say: We will keep the law half the time if you will let us break it the other half. Comparatively little would be gained by having the saloons close only in the morning of Sunday. It is in the afternoon and evening of that day that drinking causes the most disorder and trouble. Moreover, the law cannot afford to say to the law breaking classes: I will consult your convenience and pleasure in this matter. The public official who assumes such an attitude abdicates. There would be no difficulty about closing the saloons on Sunday if the mayor would exercise the power that is in his hands. We hope the new mayor will adopt as the governing principle of his administration on this subject the declaration made by Father Stewart: "The mayor cannot make a compromise. He must execute the law which commands saloons to close all day Sunday."

Queer Water Supply.

One of the queer things in California is the water supply of a little city called Riverside, which is not far from my place. It needed water very badly and was about to form a company to bring it in an aqueduct some fifteen miles away, when a bright fellow suggested boring artesian wells. Though they did not believe in him they tried the experiment and the first well brought up a fountain five inches in diameter and 20 feet high. Then they bored two dozen more and succeeded in obtaining a supply of water sufficient for the wants of the city and to irrigate the country for 20 miles in every direction. It seems that the wells tap the earth at the foot of the mountains, which are always covered with snow and afford an inexhaustible supply of water.

Taxpayers in Council.

About twenty residents of East avenue met last evening at the Nursery exchange on East park to discuss the advisability of lowering the East avenue sewer. The meeting was purely informal and after a general discussion of the subject an adjournment was taken, it having been decided to let the matter drop for the present.

MARCH 18, 1890.

Democrat and Chronicle

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THE NAMES ARE ON THE LIST.

The Hon. George Raines seems to have gracefully usurped the functions of the city attorney in supplying the Common Council finance committee with legal advice relative to the publication of that much-talked-of list, and he is made additionally conspicuous in the matter by writing a long letter to the *Morning Herald*, which includes a personal explanation and a gratuitous professional opinion. He is, apparently, excited by two paragraphs which appeared in this paper and which are reproduced as follows:

It is openly suggested, too, that the names of some of those whose advice seems most persuasive with the alderman may be found upon the list and the possibility of such a contingency naturally has a tendency to discredit the disinterestedness of the sage opinions which the greatly perplexed Mr. Thayer has invoked.—*Editorial Item*, SUNDAY DEMOCRAT.

There seems to be an absolute determination not to give up the list for publication. There are a great deal better reasons for this than the decidedly flimsy ones advanced by Hon. George Raines and City Attorney Ernst, and it may be in order ere long to give them when patience is exhausted.—*Local Item*, SUNDAY DEMOCRAT.

Upon the foregoing Mr. Raines comments in a spirit which is conducive neither to impartial judgment nor good digestion:

The fact that neither City Attorney Ernst nor myself has ever received a financial favor from Mr. Davis as an individual or city treasurer discloses the meanness of the insinuations of the above paragraphs. The further fact that I have never given any reason for withholding from publication the list solicited of Mr. Thayer to any one further illustrates the spirit of the editors of the DEMOCRAT AND CHRONICLE, in coupling my name in the paragraph.

It is a pleasure to give publicity to whatever Mr. Raines may choose to say, but he must remember that this paper has neither asserted nor intimated that he had ever received a financial favor from Mr. Davis. We simply suggested that perhaps the names of some of "those whose advice seems most persuasive with the alderman may be found upon the list," and this view of the case is fully vindicated by a report which appears in our local columns this morning. The names of both George Raines and Charles B. Ernst appear upon the list, and Mr. Raines's superfluous expression of resentment makes the publication necessary as a measure of self defense. Moreover, Mr. Raines is entirely mistaken when he so confidently asserts that City Attorney Ernst never received a financial favor from Mr. Davis "as an individual or as city treasurer." As will be observed by reference to our local columns, Mr. Ernst frankly acknowledges that he received money from Mr. Davis, money which was unlawfully transferred, but in pursuance of that pernicious custom in vogue, which was sanctioned by usage.

Mr. Raines's legal opinion, which, as he says, is "given wholly without solicitation of any person," is apparently, worth about as much as the professional advice which a lawyer would ordinarily give without the hope of compensation. His argument that publication of the list would be prejudicial to the city's interest in a suit against Mr. Davis's bondsmen, seems little less than absurd, but it is answered so fully and so convincingly by lawyers of high standing whose words are quoted in the local columns, that it is necessary only to refer to it in this connection.

REPRESENTATIVE BAKER.

He Introduces a Bill Amending the Inter-state Commerce Law.

WASHINGTON, March 17.—Mr. Baker, of New York, chairman of the House committee on commerce, to-day introduced a bill amending the interstate commerce law. The bill is understood to have the approval of the Interstate Commerce Commission. A number of the amendments were recommended by the commission in its annual report. Other amendments permit free carriage to persons injured in railroad accidents, as well as physicians and nurses for attendance upon persons injured; allow free transportation or reduced rates to resident or employes of railroads and prohibits the payment, directly or indirectly, of any compensation by one railroad to another for the sale of tickets or for influencing business in its favor. Whenever any common carrier subject to the inter-state commerce law shall pay any salary or any allowance in the nature of compensation for services in connection with the sale of tickets, the person to whom such compensation is allowed shall be held to be the agent of such common carrier in connection with the sale of such tickets and the common carrier is held to be liable for any violation of the act on the part of the agent.

All regularly appointed ticket agents shall be supplied with certificates of appointment and shall keep the same exposed to public view. It is declared unlawful for any person not holding a certificate to sell or transfer for any consideration any ticket of any common carrier. A fine of $5,000 is imposed for violating this provision. Common carriers shall at the request of purchasers redeem unused tickets at the cost price. If a ticket had been used only in part the unused portion shall be redeemed at the price paid less the regular schedule price for the distance used, if presented within ninety days after the purchase. The sale by any person of any partly used ticket, except as above, is made a violation of this act. It is also declared to be unlawful for any common carrier to pay any sum or valuable consideration, to secure the forwarding of immigrants by any particular route. Carriers are, however, permitted to make such arrangement among themselves for the routing of immigrants (who do not choose their own routes) as may be approved by the Interstate Commission.

The Interstate Commission is required to determine what compensation may be paid by any common carrier for the use of any car belonging to any other corporation or person and shall have power to change the rate by giving reasonable notice thereof. Other amendments extended the act to railroads running partly in this country and partly in Canada.

NEW STREET CAR SYSTEM.

Contracts for the Electrical Equipment to be Let To-Day.

It has been learned that Harold P. Brown, the electrician who was employed by the state to secure the electrical apparatus for the execution of the death penalty in the state prisons, has been made electrical engineer for the new company which has control of the street railway of the city.

The contracts for supplying the Rochester road with dynamos, motors and the electrical equipment for cars is to be awarded by Engineer Brown to-day. When the contract for the Rochester equipment is given out bids will be asked for the Buffalo equipment. It is stated there are four electrical companies contesting for the Rochester award. They are the Daft Company, the Short Company, the Thompson-Houston Company and the Sprague Company.

Engineer Brown as already announced, was in the city a few days ago in connection with the new system, and he is quoted as saying: "An entirely new roadbed, with new girder rails, is to be laid on all the routes. The car equipment will, of course, be entirely new. The cars will be provided with special trucks and all the modern appliances, while the very best system of electric propulsion will be utilized."

The price submitted in the bill is not the main consideration. What do the electrical companies guarantee as to perfection of equipment, as to wear and tear per mile, and what are the records for service elsewhere? These are the points which will determine the award for the Rochester service.

In addition to the street railways of this city and Buffalo, the company now in control here has, it is reported, gained control of the street railways of Newark and Paterson N. J. and Louisville.

Dividing the Spoils.

Members of the Hayward Homestead Loan Association met in the assembly rooms of the Chamber of Commerce last night to apportion the lots held by the association among themselves. About 150 people were present. The drawing took nearly two hours. There were 190 lots to be distributed. The apportionment was by lot. Refreshments were served at the close of the meeting and all present highly enjoyed themselves.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 18, 1890.

EDWARD J. RICE INDICTED

CHARGED WITH GRAND LARCENY IN THE FIRST DEGREE.

Alleged That He Overcharged the County $729.31 For Materials Furnished for the Court House Repairs—Admitted to Bail This Morning.

Edward J. Rice was one of those indicted in sealed bills by the Grand Jury, which closed its labors yesterday. The charge against him is grand larceny in the first degree, and he appeared before County Judge Werner at 10 o' clock this morning to give bail. The bail was fixed at $1,500 and was furnished by John Rice and David Harris.

The indictment is a lengthy one and it first charges that May 9th, 1889, the defendant did steal $729.31, good and lawful money, of the county of Monroe. It is alleged that the county was a duly incorporated body existing under the laws of the state of New York, and exercising corporate powers by its Board of Supervisors, which body February 5, 1889, authorized the trustees, James H. Redman, William S. McKelvey and Byron A. Diver, to make certain alterations and repairs in the Court House. It is then alleged that by virtue of this resolution the trustees on February 9, 1889, contracted with Edward J. Rice to make repairs and furnish the material for repairing the plumbing, sewers, steam heating and ventilation. The indictment then goes on to state that Rice did make the repairs and furnish material therefor, and did furnish a bill for such material to the trustees to the aggregate amount of $12,041.26, which was fully paid to him by the treasurer of the county upon orders drawn upon him by the trustees, partially in installments and the balance May 9, 1889.

The indictment then charges that Rice "did falsely, fraudulently and feloniously represent, pretend and say, and did include in his bill presented to the said trustees of the Court House and jail that he had furnished 445 feet of five inch extra heavy soil pipe, for which he did charge said county at the rate of ninety cents per foot and did receive pay therefore at such rate; 160 feet of eight inch extra heavy soil pipe, for which he did charge $2.21 per foot and receive pay therefor at such rate from said county; 547 pounds of solder, for which he did charge said county 20 cents per pound and did receive pay therefor at such rate; 602 pounds of oakum, for which he did charge said county 20 cents per pound and did receive pay therefor at such rate; 3,780 pounds of lead pipe, for which he did charge said county 9 cents per pound and did receive pay therefor at such rate; 2,008½ pounds of sheet lead for which he did charge said county 9 cents per pound and did receive pay therefor at such rate; which said representations said Edward J. Rice, the statements so made being among others in his said bill then and there, well knew to be false and untrue and made and included in said bill with intent to cheat and defraud the said county of Monroe of its money and property, and to appropriate the same to his own use and to the use of other persons to this Grand Jury unknown."

The indictment then proceeds to allege that Rice knew that no such quantity of materials had been furnished by him and knew that in truth and and fact he had only furnished of the extra heavy five inch soil pipe, 220 feet of which only twenty feet was of the extra heavy quality and the remaining 200 feet being of inferior quality known as "Standard;" that he only furnished 115 feet of eight inch extra heavy soil pipe, 205 pounds of solder, 400 pounds of oakum, 776 pounds of lead pipe and 1,484 pounds of sheet lead.

It is alleged that the prices charged by said Edward J. Rice were largely in excess of the current market prices, to wit: Five-inch extra heavy soil pipe at 60 cents per foot, eight-inch extra heavy soil pipe at $1.35, the oakum at 12 cents per pound and lead at 8 cents per pound. It is charged that the prices were so inflated in pursuance of a fraudulent scheme to cheat the county.

The second count and third counts charge the same offence of grand larceny in the first degree in different terms.

LEHIGH VALLEY RAILROAD.

A most important piece of railroad construction is about to be commenced by the Lehigh Valley Company. It is the extension of its line from the village of Geneva, Ontario county, to the city of Buffalo, running within a dozen miles or so south of Rochester. Bids for the work have been privately solicited from well known and responsible contractors, and they will be opened on Thursday next. The road will be remarkably free from grades and curves, the line being only about 10 per cent. longer than an air line with a maximum curve of 3 degrees and a maximum grade both east and west of but 21 feet to the mile. From Buffalo to Geneva there will be two under and ten over grade crossings of the New York Central's branches and the Erie main line and branches, and but one grade crossing, that over the tracks of the Buffalo, Rochester & Pittsburg at Caledonia. The crossing of the Genesee will be made by the construction of an embankment and viaduct 40 feet high and 3,500 feet long. The trackage contract with the Erie held by this road for a long number of years expires in the spring of 1892, and to secure an independent entrance to Buffalo the Buffalo & Geneva was projected. The line is being built principally to give the company an outlet to the lakes from the Wyoming coal fields. It is the hope of the officers to have the line finished and in running order by a year from next fall. The Lehigh Valley will thus be the fifth company to operate a line from New York city to Buffalo, and its lines, when in operation, will make twelve tracks between the two cities, the New York Central having four, [illegible] The new line will make the distance to New York about 455 miles, as against 439 miles by the New York Central, and [illegible] miles by the [illegible] Buffalo & Geneva [illegible] Russell, Buffalo; vice-president, William Stevenson, Sayre; secretary, George M. Diven, Elmira; treasurer, Howard Elmer, Sayre; chief engineer, Paul S. King, Buffalo. Speaking editorially of this important enterprise, the Engineering News of March 8th says:

"This is by all odds the largest piece of railway construction undertaken in the east since the building of the West Shore, and it is also the longest double track line put under construction anywhere since that enterprise was completed. More double track mileage is now under way than for many years. The Pennsylvania is building a fifty-mile cut-off to take its through freight trains around Philadelphia. . . . . The new line is by no means built for the purpose of competing with the roads already in operation on through traffic. Its purpose is to give the company its own line from the Wyoming valley coal fields to its dock at Buffalo, from which point coal can be distributed by water carriage to the chief markets of the west. At the same time the scenic attractions of the line will be apt to bring to it a considerable amount of through passenger traffic, and if the company chooses, it can be an important competitor on through freight traffic as well. It seems probable that before the line to Buffalo is completed, the Lehigh Valley will, by purchase or construction, try to secure an entrance to Philadelphia. Whereas there are twelve through tracks between New York and Buffalo, there is no single line under one management from Philadelphia to Buffalo. Should the Lehigh Valley enter Philadelphia it would probably secure a very considerable additional traffic for its lines."

An Old Firm Will Dissolve Partnership.

For many years the crockery, glass and lamp firm of Goodale & Stiles has been doing business at 92 State street. Their store is one of the largest in the Empire state and the ramifications of the trade are very extended. By a very stirring, vigorous and earnest advertisement on our fifth page to-day we learn that this old established house will shortly dissolve partnership. Their straightforward methods of business makes this advertisement, as the saying is, "mighty interestin' readin'," and we are glad to call your attention to it.

—A. S. Hamilton and Secretary J. Y. McClintock of the Chamber of Commerce left for Utica this morning to attend the public meeting of the New York State Roads Improvement Association.

The Post-Express.

ROCHESTER, TUESDAY, MARCH 18

Entered at the Post-office at Rochester, N. Y., as Second Class Mail Matter

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DANIEL T. HUNT, Secretary.
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THE LIST.

It has been our opinion all along that the list of those who had received advances from the city treasurer should be published, in as complete a form as possible, and with an explanation of the nature of each transaction. We regarded the publication as inevitable—only a question of time, and a very short time at that.

Rumor has already named many men as on the list; and there is now very little for them to gain by keeping up a pretense of secrecy. The others ought to be named also.

Let us illustrate the folly of the policy of concealment. The *Union* found out that Mayor Parsons had overdrawn his salary and made use of the fact against him in the recent canvass. The *Democrat* found out that George Raines and the city attorney were on the list and exploited their names. So these three men were put in the pillory of public opinion while others remained secure.

Moreover, as we have said before, there is a great difference between the various cases. All are irregular; but some may be excused, if not defended. The three cases mentioned, for instance, as we understand them, only range from moderate culpability to probable innocence.

The mayor, after fourteen years of service, was caught with an advance of salary amounting to less than $300, which he refunded promptly. He had no right, of course, to overdraw a cent from the city and so set an example of carelessness and disregard of salutory legal safeguards, but the fault in itself was a very small one and we can only censure it strongly by basing our judgment on its logical possibilities.

The city attorney drew $105 to meet the current expenditures of his office in the payment of witnesses fees and expenses. This was an irregularity and censurable as such; but it was a small irregularity and one involving no actual loss to the city.

[illegible] George Raines, we are [illegible] $500 [illegible] for [illegible] on it from the city treasurer; and if so, no blame can attach to him in this transaction unless it be shown that he lent his name knowing how it was to be used—[illegible] which he has denied [illegible] truthfully.

This is not said to screen or defend anybody but in the interest of fair play and to prevent moral confusion. The true policy is to publish the whole list with the facts necessary to an understanding of it. Then each case can be discriminated; and all should be distinguished from that of the official whose collusion made any one of them possible. Above all, it is well to remember that there is a broad line between outsiders who borrowed the city money in a mean, underhanded, and irregular way, but returned it, and the treasurer who has converted more than $60,000 apparently to his own use, and can give no account of it."

Above all, the publication of the facts is essential as a step toward general reform. They are needed to show the scandalous way in which the city treasury was used like the funds of a careless broker, and to startle everybody into a sense of danger and a determination to preserve the public funds for public uses and keep them untouched save upon due lawful process.

RAILROADS AND THEIR EARNINGS.

The purchase of the Chicago, Burlington and Northern railroad by the Chicago, Burlington, and Quincy lead to a sharp advance in the stock market, for it was apparent at once that a most disturbing factor in the western railroad situation had been removed. But this is by no means the only good piece of news that has come on the market of late. The Louisville, New Albany, and Chicago railroad company controls a system of lines reaching from Chicago to Indianapolis, and Chicago to Louisville and thence southeasterly by the Louisville Southern and other leased lines to a connection with the Cincinnati Southern. For a long time this company has been cutting rates and demoralizing business generally. It will do so no longer, however, for a majority of its stock has now to come the property of one of the greater systems of railroads which is interested in keeping up rates. These important deals, coming within a few days of each other, have led to a much more hopeful feeling among the holders of stocks. They find encouragement, too, in the improved condition of the money market. The successive reductions in the Bank of England rate of discount indicate easier money in London and lessen the chances of gold exports from the United States; the secretary of the treasury has made further large purchases of bonds, and on Saturday the statement of the condition of the banks in New York city showed a gain in reserves. It may be that there will be a squeeze in money before the April payments but these will be made in two weeks and the chances of an advance in rates grow less day by day. Much encouragement is also to be found in the earnings of the leading railroads. For the month of February 151 roads earned $30,114,656, an increase of $3,071,327 over the corresponding month of last year; from January 1st to February 28th 140 roads earned $62,907,449, an increase of $6,917,275; and for the first week of March sixty-one roads earned $4,167,004, an increase of $236,914. This showing is particularly gratifying from the fact that the earnings a year ago were larger than those for 1888. The statement of the St. Paul and Omaha road for the calendar year 1889 has just been made public. It shows a surplus after dividends of $630,341, as against $117,791 the previous year. The statement of the New York Central road for the quarter ending March 31st shows net earnings, partly estimated, of $2,874,037 and a surplus after the payment of all charges and dividends of $14,334, as against a deficit one year ago of $325,172. For the month of January the net earnings of the Atchison road increased $294,000. These returns come from three different sections of the Union, and they indicate that the railroads are doing a large and profitable business.

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4.

ROCHESTER MORNING HERALD
MARCH 19, 1890.

HONEST OFFICIALISM DEMANDED.

Indictments for grand larceny in the first degree have been found against ex-City Treasurer John A. Davis and Plumber Edward J. Rice. The former is charged with robbing the city treasury of an amount exceeding $60,000. The latter is accused in the indictment of stealing and "carrying away" $729.31 "lawful money of the United States" belonging to the county of Monroe, by making excessive and fraudulent charges while doing work for the county in and on the court house.

These indictments, following certain of the results of the late municipal election, constitute an inspiration to honest citizens and a warning to corrupt and knavish schemers, either in official life or out of it, which may result in the purification of our municipal affairs.

The revelations of the past few weeks show the voters and taxpayers of Rochester how essential it is that they take a living interest in the management of their own affairs. If this city is to escape the malodorous reputation for political jobbery and the dominance of the worst elements of society that hangs like a millstone upon the neck of more than one municipality we might name our responsible citizens must give their personal attention to the character and records of men who, as candidates for office, appeal for their support and votes. Rochester can not afford to ignore the significance of the state of affairs that has been uncovered by the defalcation in the treasury office, by the court house investigation any by certain features of the late campaign preceding the charter election. A resolute and fearless treatment of these and all kindred questions alone can save this city from becoming the helpless victim of corrupt rings and unblushing knavery. There are still to be found men who offer apologies for and would condone the offenses we have specified. Public sentiment must stamp the brand of rascality upon all such operations. Thieves in office are not only no better but are vastly more guilty than those non-official thieves that rob our banks and burglarize our homes. Justice, the honor and majesty of law, the security and welfare of the community and the good name of the city demand that the guilty shall be punished. An expression of sympathy that would deliver them from the penalty of their offenses is an outrage upon the public whose interests have been recklessly and criminally trampled under foot by them. We want brave and honest men in office—men who dare say no to the tempters; men whose integrity can resist the blandishments of good fellowship and the threats of political ostracism; men who care more for their own characters than for the honors and rewards of office; men who will govern their official conduct by the law and would sooner cut off their right hands than betray a public trust. Let ringsters and political debauchees be ordered to the rear and call to the front the honest-minded and the clean-handed who will give their best efforts to a faithful performance of the duties imposed upon them.

THE NEW MAYOR'S POLICY.

We copy in another column an editorial from the Rochester Union giving the result of an interview with Bishop McQuaid regarding the duty of the mayor-elect to respect his oath and enforce the whole law, and not a part of it, when the latter enters upon the work of his administration. The bishop, it will be seen, declares that such would be the teaching he would give a member of his church called to the chief magistracy of the city.

This seems to us of special interest in view of a statement credited to Mayor-elect Carroll in yesterday's Post-Express to the effect that no one has been authorized to speak for him on the "Sunday closing" question and that he believed "in a fair and liberal enforcement of the law."

Every one will be glad to see fairness and liberality govern the administration of the new mayor, especially if they be emphasized by the "enforcement of the law." But it is no more possible to enforce the law without encountering the opposition of those who do not want the law enforced than it is to fire a gun off easy.

THE TOBACCO COMBINATION.

Transfer of the Kimball Factory—A Talk With Its Founder.

Three deeds were yesterday filed transferring the cigarette factory of William S. Kimball & Co. to the American tobacco company, the consideration in each case being fixed at one dollar. This marks the close of the long negotiation which has from time to time been mentioned in this paper. To a HERALD reporter, who called at his home last evening, William S. Kimball gave many facts of interest concerning the new company.

"It was not the intention of the projectors of the company," said Mr. Kimball, "to make any firm lose its identity. We shall carry on our business just as we have been doing. There is to be a managing director and a resident manager for each of the concerns interested. I am the the director here and James C. Hart is the manager. The American tobacco company has established an office at 45 Broadway, New York, and this central office will be in charge of a controller, Stephen Little. The new company includes the five principal cigarette manufacturing concerns of the country, Allen & Ginter of Richmond, Dukes' Sons & Co. of Durham and New York, Kinney Bros. of New York, W. Goodwin & Co. of New York and our own firm. There are ten directors. The president is J. B. Dukes. John Pope is first vice-president, I am second vice-president, William H. Butler is secretary and Charles G. Emery treasurer. Each officer represents a firm."

"What are the objects of this combination?" asked the reporter.

"Simply to save expense," was the answer. "The different factions will cease to antagonize each other. A large expenditure for advertising will thus be saved. Then, too, we can buy leaf tobacco together, securing it in greater quantities at better prices. This is not a trust. We have made an absolute transfer of our whole establishment to the new company, which is formed under the laws of New Jersey. The capital stock is $25,000,000, all paid in, and the amount of this stock cannot be changed as is the case in trusts. We have not advanced our prices and the tobacco trade will be benefited by the combination."

Mr. Kimball said that the first contract between the five firms was signed in October last. It has taken until last Saturday to perfect the organization. Meetings have been held weekly in New York. The legal business was done by E. R. Bacon of New York of the firm of Seward, Da Costa and Guthrie. In this city, Bacon, Briggs & Beckley had charge of the transfer. Mr. Kimball expressed much satisfaction over the successful completion of the prolonged negotiations.

GOOD ROADS

Demanded by the Association in Session at Utica.

UTICA, March 18.—The state committee for the improvement of highways met here this afternoon for its first annual convention. The programme includes the adoption of a constitution and by-laws, the election of officers, an address by Senator Coggeshall and the possible adoption of resolutions in reference to legislation on the subject of country roads.

Resolutions were adopted stating that the present legislature should at once revise present laws or enact such a general law as will insure a system of public roads of permanent and superior character. It should ascertain and pass such bill as will effect an improvement in the general laws relating to the making and maintaining of public roads in this state. The attendance was large from all over the state.

In the evening a constitution and by-laws were adopted. The committee on legislation reported that a beginning should be made at once by improving the roads of the state, and that "we recommend the passage of Senator Richardson's bill, now before the legislature, provided that it is so amended as to provide for the maintenance of the roads improved by the state;" also indorsing the Weller bill enabling counties to improve their roads by establishing county roads.

These officers were chosen: President, William A. Sweet of Syracuse; vice-presidents, A. W. Thayer of Cooperstown, Charles J. Edic of Marcy, John O'Donnell of Jamaica, A. Budlong of Schuyler, Arthur S. Hamilton of Rochester, Peter Collier of Geneva, Addison J. Loomis of Cicero, J. H. Durkee of Sandy Hill, J. H. Meyers of Plattsburg, E. D. Mosher of Mapleton, A. B. Lawrence of Warsaw, C. M. Titus of Ithaca, William M. Robb of Amsterdam, N. W. Townsend of Bergen, Lewis E. Gurley of Troy; trustees, W. H. Richardson, H. J. Coggeshall, F. E. Chamberlain, H. H. Freeman, T. E. Kinney, J. Y. McClintock, T. R. Proctor, A. R. Edgerton, J. R. Weber; treasurer, Charles W. Wood; secretary, Isaac B. Potter.

Bits of Building News.

A. W. Nolan has accepted plans drawn by Architect James R. Tyler, for a three story brick block which he intends to erect at the corner of Lyell avenue and Thompson street this spring. The block will be 51 by 67 feet and will be occupied with stores and living apartments. The stores, two in number, are on the first floor. The residence portion will contain four flats. The block will cost about $8,000. Mr. Tyler has also drawn plans for residences for the following named persons: Alvi T. Baldwin of Charlotte, modern frame dwelling to cost about $5,000; Henry Pearson, modern frame dwelling to be erected on the boulevard, probable cost, $3,000; Mrs. H. F. Edgar, frame dwelling on North Alexander street, cost about $3,500; C. E. Meade, Selye terrace, frame dwelling to cost $4,000.

OPERA HOUSE SOLD.

Transferred to Frederick Cook—Three Years' Lease to a New Yorker.

Two deeds were filed in the county clerk's office yesterday conveying the Grand opera house property from the heirs of Judge Fincke to Hon. Frederick Cook. One is from Frances F. Morgan and husband of Gaithersburg, Maryland, with a consideration of $41,666.66, and the other from Benjamin C. Fincke and others, by guardian, the consideration in this instance being $20,833.33. This makes a total consideration of $62,500.

As there has been a report that Mr. Cook contemplated the erection of a large building a HERALD reporter called at his residence last evening to inquire what disposition he proposed to make of his purchase. Mr. Cook said he had been negotiating with the owners of the opera house for some time and had just completed the deal. He continued: "For the present no changes will be made in the property. The manager's lease expires on May 1st but another lease for three years has been made to a New York party. I shall leave the building as it is until that time. It is too good a block to tear down and is comparatively new. It was built in 1872."

Utica Morning Herald
AND DAILY GAZETTE.
WEDNESDAY, MARCH 19, 1890.

OUR HIGHWAYS.

New York State Roads Improvement Association.

The First Public Meeting—A Representative Gathering—Secretary's Report—Interesting Discussion—Senator Richardson's Bill—Legislation Recommended—Constitution and By-Laws—Officers Elected.

The first public meeting of the New York state roads improvement association was held in the board of trade rooms, in Bagg's hotel, yesterday. Among those present were Mayor A. T. Goodwin, ex-Mayor Thomas E. Kinney, Loton S. Hunt, Utica; W. A. Sweet, Syracuse; Arthur S. Hamilton, vice president Rochester chamber of commerce; J. W. McClintock, secretary Rochester chamber of commerce; Dr. M. W. Raymond, Bergen; F. A. Chamberlain, president Ontario county agricultural society; Charles G. Wood, Syracuse; A. W. Thayer, Cooperstown; A. B. Gardner, Utica; H. H. Freeman, Syracuse, superintendent of public works; J. W. Cook, Washington Mills; R. M. Davies, Utica; E. K. Brush, Rome; George J. Wheeler, Rome; C. C. Potter, Charles J. Edic, Marcy; George Benedict, Verona; Daniel Batchelor, Utica; Thomas Reddick, Herkimer; Gates Smith, Deerfield; R. B. Smith, Utica; M. A. Parker, George Teal, Westmoreland; George Hatfield, New Hartford; M. B. Coombs, Holland Patent; Peter Collier, Geneva; John O'Donnell, Jamaica, L. I.; Walter Whittlesey, Lyons Falls; Garrett Wickoff, Richfield Springs; George B. Sharp, Rochester; D. B. Crane, Catharine; C. H. Phister, Vernon; J. H. Merriman, Yorkville; George W. Bishop, Dansville; J. V. H. Scovill, New Hartford; Henry C. Anke, Washington Mills; John Hackett, Utica; Morgan Butler, New Hartford, president Central New York farmers' club; Theodore S. Comstock, Rome; J. A. Jones, New Hartford; J. E. Greeserson, New Hartford; Alfred R. Egerton, Syracuse; S. W. Smith, Paris; W. P. Richardson, Goshen; E. B. Turner, G. Alder Blumer, D. D. Winston, W. Garlock, Patrick Griffin, Utica; George Williams, Whitesboro.

Charles G. Wood of Syracuse, president of the association, called the meeting to order shortly after 2 P. M. and said: "We will all agree it is a simple matter to make a success of a business after it is started. In considering a matter where there is such a difference of opinion as to roads and road making there must be concessions on all sides. The idea in gathering together the different interests here represented is to get an expression of all as to the best thing to be done. There is a great deal of encouragement in the fact that large quantities of telegrams and letters are received from all over the state. The farmers and presidents of agricultural associations all over the state endorse the movement."

Secretary I. B. Potter read letters from ex-Assemblyman C. M. Titus, president of the Tompkins county agricultural society; Clinton Stevens, president of Franklin county agricultural society; John G. Blauvelt, Spring Valley; A. B. Lawrence, president of New York state association of county agricultural societies; President Charles K. Adams, Cornell university; New York Evening Post; August Denolson, president Washington county agricultural society; John H. Myers, president Clinton county agricultural society; E. D. Moshier, president Cayuga county agricultural society; Hon. E. G. Donovan of the state board of arbitration.

SECRETARY'S REPORT.

Secretary I. B. Potter of New York read his report, which was as follows:

At the threshold of the formal inauguration of this important work, it is fitting that some statement should be made by which the members of the association may be informed of its preliminary work and of the condition of its affairs. Some years ago it was suggested to your secretary by personal friends, who have material interests in both the agricultural and commercial prosperity of the state, that some movement should be begun for combining together in one organization such public-spirited and influential men of the state as were in favor of the improvement of the common roads. The matter was discussed from time to time, and finally culminated in the issuing of a [illegible]

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... formation of the New York state roads improvement association was announced, its objects declared, and an urgent invitation extended to all citizens to add their names to the membership roll. During the years 1888 and 1889 the preliminary work of securing good names has gone steadily on, and the association has now committed to its objects a very substantial number of good men, who represent in a very large degree the farmers of the state, and in a less, but nevertheless important degree, the tradesmen and manufacturers in all the separate counties. Among these may be mentioned the presidents of twenty-two of the different county agricultural societies, twenty-seven members of the legislature, several officers connected with the different departments of state government, particularly those which pertain to the industrial and agricultural departments. From these men, as well as also from the leading educational institutions of the state, have been received many letters containing the warmest endorsement of the object of the association and a uniform promise to assist in its work. The reports from various agricultural societies and from practical farmers and tradesmen doing business in farming districts have been peculiarly gratifying. To summarize on this point, it is the almost uniform declaration of good men in all parts of the state that the work of improving our public roads should be agitated until some practical results are obtained. From many towns and from some villages have been received letters asking for practical information concerning the manner of building permanent roads, their cost of construction, cost of maintenance, and many other things, all of which not only tends to show the great field of work open to the association, but it shows as well that the existing public sentiment is so warmly in favor of the movement as to make our work popular as well as beneficial. In the matter of legislation it is well known that some change in the present highway laws is imperatively demanded. The manner of caring for the public roads in the various towns of the state proceeds from a statute copied in substance many years ago from similar laws in other countries, where they have long since been abandoned as obsolete, impractical and unfit in their application to the public roads of a civilized country. Our roads are maintained in much the same manner and almost in the same condition as in colonial times, when the undeveloped condition of the state, and the slight degree in which the public roads were employed except as bridle paths, rendered the maintenance of good roads inexpedient if not impracticable. In other words, this movement has taken strong hold upon the people, and much good and practical work is being accomplished. The Pennsylvania state board of agriculture, at its last annual meeting, devoted two entire days to the discussion of roads improvement questions, and Governor Beaver of that state delivered a strong address in favor of the movement. Governor Ladd of Rhode Island, in his late message to the general assembly of the state, calls attention to the shameful condition of the public roads and strongly urges the necessity of reform. His message has been nobly seconded by a monster petition made up by the people of Providence and vicinity within the last few days, in which tradesmen and farmers unite in a paper containing their several thousand signatures, asking for a change in the existing laws relating to the public highways. Governor Hill of our own state, in his last annual message to the legislature, shows a most marked appreciation of the importance of this subject, and recommends most strongly the necessity of better things within our own limits, and a radical change in our existing highway laws. It may be learned by personal discussion of the subject with the farmers of the state that the main objection which opposes legislation upon this subject is the proposition to pay a money tax instead of the present way of working the highway assessment by personal labor. To dispel the fallacy of this objection the work of the association must be largely directed. The increased value of farm lands lying contiguous to improved highways, the saving in time and labor, harnesses, wagons, horses, hired help and other items, has been shown by the practical experience of other countries to more than offset the slight money tax necessary to build and maintain a splendid system of highways. The census of 1875 shows that something like 600,000 horses were then employed upon the farms of this state, and by every practical rule of computation it can be easily demonstrated that the actual produce raised upon the farms and hauled to market by our farmers, over a system of properly constructed roads, could be easily handled by one-half the number of horses now required for that purpose. The state credit and the credit of the several counties are most excellent. Money can be borrowed upon the credit of the state and in any needed quantity, at a rate of interest not exceeding three per cent., and it is fair to assume that either of our counties can borrow money at about the same rate. Using these facts as a basis, it is easy to compute how very slight would be the yearly assessment required to meet the principal and interest upon state or county bonds issued for the purpose of constructing good highways. Such bonds running over a term of years would be largely paid by the next generation out of the products of improved property, the enhanced value of which would more than offset the entire bonded debt. Upon these subjects the association has accumulated many facts, figures and statements founded upon experience and observation in this and other countries; and in furtherance of the work of the association and the practical assistance which it proposes to lend to the farming community, plans and specifications are in course of preparation which will set forth practically the best manner of constructing farm roads, an estimate of their cost and such other information as will enable the farmers to help themselves in the line in which the association seeks to help them. The various bills now pending before the legislature have each points of excellence, and are each commended by men whose earnest motives in this good work can not be questioned.

Upon the question of its legislation it would seem that the time is ripe for this association to exert its practical influence. We have a membership of most excellent men representing large interests, and the action of the association in reference to this legislation will be respected and appreciated. In closing this report your secretary would suggest that the members in various parts of the state send to the secretary the names of such good men in the various counties as would lend force and influence to the association, and to endeavor to unite them with us in the general movement to which the association is connected.

RESOLUTIONS.

W. A. Sweet of Syracuse offered the following preamble and resolutions:

Whereas, It is evident from the practical observation of all our citizens and from numerous communications received by this association from representative men in all parts of the state, that the public roads in their present condition are not only unfit to serve the ordinary purposes of internal commerce, but that the system of laws under which these roads are now maintained is wholly inadequate and unfit for the purposes of the empire state;

Resolved, That it is the sense of this meeting that the present legislature should take immediate and thoro' measures as will provide for the revision of the present laws or the enactment of such general law as will insure to the state a system of public roads of permanent [illegible] ... and to this end further

... a thorough change and improvement in the general laws relating to the making and maintaining of the public roads of the state; and further

Resolved, That this association is opposed to ... highway law ... of highway ... and ... recommends that the provisions in the present law be so amended as to require that all highway labor should be done under the direction of skilled engineers and superintendents.

Resolved, That a copy of these resolutions be sent to the secretary of each of the legislative and executive departments of the state government.

A DISCUSSION OF ROADS.

The chair stated that the object of the resolution was to provoke an informal discussion.

Daniel Batchelor of Utica said the whole thing was in a nutshell. The state should make the roads, and the expense should be made a state tax.

Mr. Sweet—I can not see the difference whether it is a state or county tax. The farmers are feeling about as poor to-day as they can feel. I do not favor a state tax, but I do favor the state sending out engineers to see that good roads are made. We should also have a similarity in the width of the tire of vehicle wheels. Engineers should be sent out and teach the pathmasters how to make proper roads. He spoke in favor of the wagons used in England. A dry road is always a good road when you use a proper kind of wheels.

C. J. Edic—Six inch wheels used now when the roads are soft and clayey would make them slippery.

Mr. Sweet—If your tires are broad enough they will not sink.

Mr. Edic—The wheels will slip and make it harder drawing for your team.

Mr. Sweet—If your road is smooth the water will run off. The road should not be slanting enough to allow the wagon to slip.

J. Y. McClintock, secretary of the Rochester chamber of commerce, said:

What we want to discuss is the way to get the roads. There are now four bills before the legislature and that is the place for us to start. Farmers do not always know what a good road is, and if we can get a few roads built as object lessons, it will be a good thing. When the suggestion of the state doing the work meets favor in the cities we can not see why the farmers should object, as the cities will pay from 75 to 80 per cent. of the expense. Senator Richardson has introduced a bill providing that some roads shall be built in each county as a sample. It is believed the work will cost $3,000 a mile. Farmers deprecate putting any kind of a burden on them at present. They object to paying the tax for highway purposes in money rather than in labor. As secretary of the Rochester chamber of commerce, an organization of the business men of Rochester, whose main purpose is to improve and work out for our benefit the natural advantages not only of the city itself, but of the whole Genesee country, I have had occasion to study somewhat in detail a large section of the state. The valley of the Genesee was, before the white men came, the granary of the Indians. Within a short life time Rochester was the largest flour manufacturing place on the globe. Not only all kinds of grain are grown advantageously here, but also fruits and vegetables. In fact the small county of Monroe, in which Rochester lies, was shown by the census of 1880 to surpass any county, with one single exception, in the United States, in the value of its farm products. Notwithstanding all of this, the farmers are in a bad way. They can not get enough money from their grain to enable them to buy other things from us, so that we suffer with them. The few good roads in this state are the railroads and the canals. Curious as it may seem, these are so good that they injure the farmers. Grain is carried over them a distance of a thousand miles at a profit for an amount but little above what it costs during a large part of the year, to haul it from thousands of farms in this state to the nearest railway station. In fact during several months of any ordinary year the roads are not considered (it may be said) navigable for heavy loads. One directly disastrous result is that the choice of crops is confined largely to those which can be kept over for months, that is hay and grain. Now the western grain is put down here at a price near what it costs our farmers to raise it. This is due not only to the fact of cheap transportation, but because the farmers in many parts of the west sell their grain for less than it cost them. Many of these western farms are opened up by money driven out of this state by unmeasurable and suicidal usury laws, and the way of doing business out there is shown by the statement recently made by the farmers' alliance of Kansas to congress that one law firm in that state had taken a contract to foreclose 1,700 mortgages on farms. It is generally believed that our farms would be more prosperous if more attention was given to raising vegetables and fruits and dairy products, but to make any profit on fruits and vegetables it is necessary to haul big loads so as to reduce cost of handling, and milk and ...

... pends their own prosperity. They believe that if a practical demonstration was made to the farmers in their own neighborhood of the value of good roads, the standard set up would ... the repair and maintenance ... money to be expended by outsiders would meet with almost universal antagonism on the part of the farmers, a beginning to be made by the whole state and paid for largely by the cities, would meet with general approbation. After a careful study of the four bills now before the legislature looking to improvement of public roads, the Rochester chamber of commerce has voted that in their opinion a law should be passed with provisions like those contained in what is known as the Richardson bill.

Thomas Reddick of Herkimer said the Richardson bill would not be beneficial to most farmers. Under it the highways must be constructed from county seat to county seat; and wherein would the back farmers be benefited? The thing to do would be to repeal the present law regarding highway commissioners. Then give us one commissioner to be selected by the supervisors, and twelve good men and a county commissioner to see that the highways are properly cared for without pay. Give us laws enabling us to get at the stone and gravel beds, and give us three rods of highways.

John O'Donnell of Jamaica, Long Island—I do not think it wise to wait for the state to take hold of the matter. New York and Brooklyn would not vote for the matter anyway. We have a measure to increase the powers of the supervisors. Let them build roads, employ pauper labor, and limit the tire of vehicles. I think we should combine our ideas and prepare a bill which will suit us. I protest against the Richardson bill.

ABOUT TAXATION.

Garrett Wickoff, Richfield Springs—Farmers are burdened now all they can bear, and I oppose the feature of the resolution implying that they shall be taxed. The legislation of this state for years has been directly against the farmer, and his property is constantly going down. The money lender is a still-hunter, watching for a farmer in distress. He does not make improvements. Give the farmers a chance to make money and they will keep the roads in good shape.

Arthur S. Hamilton of Rochester—It seems to be admitted that the system of allowing the farmer to work out his tax has not been a success. The farmers would only have to pay 20 per cent. of the tax for the improvements called for in the Richardson bill. The merchants' and manufacturers' association, which I represent, believes that the time has come when we should have better roads in the country. If we adopt a system of improvements for roads, the main thoro'fares running north and south in each county will be the first improved. I hope this meeting will urge the passage of a bill providing for a good system of roads.

C. J. Edic of Marcy—We are all severely taxed, but the idea of taxing for roads is more of a bugbear than a realty. I am in favor of a general tax thro'out the state. I dare say the tax on the present valuation of farms would be less under the state law than under the present system. Under the state tax my assessment would be about $4 on $4,000. The old system should not be abolished until the new one is fully inaugurated.

W. A. Sweet—Mr. Edic would be benefited in the way of tax providing the state road went by his house, otherwise he would not.

Mr. Budlong of Schuyler—The farmers voted for the free canal bill which helped New York, and now it would be but fair for the New Yorkers to help the farmers. Under the proposed state law the good roads would be near the city. Farmers living at some distance from the city would rejoice when coming to the city to reach these roads. I believe we should have better roads.

SENATOR RICHARDSON TALKS.

Senator Richardson said he had for nearly ten years been pathmaster or roadmaster at his home in Orange county, where he had a farm of 200 acres, and he knew something of the workings of the present road system. He spoke of the difficulties of getting farmers to work on the road. Some 18 months ago, said he, I built half a mile of road as an object lesson. We have a clay-loam soil. I dug down several inches, put in stone, then put on gravel, keeping a hog back form all the while. This has proved a success. I have prepared a bill which will reduce to a minimum the expense of building good roads. The farmer feels that he can work out his tax cheaper than he can pay it. If you ask the farmers to bond the county I think there would be great hostility to it. I believe the cities are interested and will cheerfully aid in the construction of the roads. Is it not of as much interest to the state to have road highways across the country, enabling our farmers to get their produce to the cities as it is to have a water highway which enables western farmers to bring their produce here? I believe the losses to business men in cities during the last twelve months on account of bad roads would build the roads we ask for, and I believe the losses sustained by the farmers in being unable to get their produce to market would do the same thing. Build good roads and the farmer four miles from a city will be worth as much as one only one mile away now. I believe if the system proposed were adopted people would petition constantly for its extension. It would perhaps cost $300,000 a year to maintain the roads after constructed. I have had a map made of the state with roads extending from one county seat to another, and there are about 2,800 miles of road. The four commissioners named in the bill are a court of appeal.

OTHERS SPEAK ON THE RESOLUTIONS.

John O'Donnell—I understand Senator Richardson admits there are weak points in his bill, and I therefore call for the adoption of the resolution and the appointment of a committee to agree upon the plots of a bill.

Supervisor Townsend of Bergen said the object of the resolution was to provoke discussion.

... the last clause in the resolution be stricken out.

Secretary Potter said the object of the resolution was not to exclude any bill. The association thinks Mr. Richardson's bill a good one. The best way of making roadways is to make a good bed, then on that place rough stone filled in and tamped down, then cover with gravel. This road can be built for from 50 to 80 cents per lineal foot in any county of the state.

Mr. O'Donnell—The telford block the gentleman speaks of is an absurdity. The nearer you get to a people the better you can govern them. Leave your power with the board of supervisors.

Senator Richardson—The bill places the matter in the hands of the state engineer, but all work shall be done by contract.

Mr. O'Donnell—We have built just as good roads without engineers as with them.

Mr. Sweet—We are speaking on the resolution. The key to that is a committee to frame a bill.

Senator Richardson, at 4:30 P. M., said he should be obliged to return to Albany. He thanked the gentlemen present for their courtesy to him, and took his leave. His bill will probably be reported favorably by the senate committee to-day.

The senator returned in a few minutes, having missed his train.

Mr. Hamilton of Rochester offered an amendment declaring it the sense of the meeting that bill No. 300, introduced by Senator Richardson, be passed and become a law.

Mr. Sweet thought the amendment out of order, but could be offered as a substitute.

Mr. O'Donnell believed, if the amendment or substitute were adopted, it would lead the public to think the meeting was called for the purpose of booming the Richardson bill, and in his opinion this would hurt the measure.

Mr. Sweet spoke in favor of the appointment of a committee to frame a bill.

Mr. Scoville said that the matter was an important one and ought not to be acted on too quickly.

It was decided to hold an evening session.

Mr. Potter moved that a committee of nine be appointed to present a constitution and by-laws and list of officers at the evening session. Carried.

Mr. Potter believed it would be wrong for the association to commit itself in favor of any one bill before the legislature, as it might incur the displeasure of some. We are all agreed that we should have good roads.

Mr. Hamilton withdrew his amendment.

RESOLUTIONS ADOPTED.

The following resolutions were then adopted without dissent:

Whereas, It is evident from practical observation of all our citizens and from numerous communications received by this association from representative men in all parts of the state, that the public roads in the present condition are not only unfit to serve the ordinary purposes of internal commerce, but that the system of laws under which these roads are now maintained is wholly inadequate and unfit for the purposes of the empire state; therefore

Resolved, That it is the sense of this meeting that the present legislature should take immediate and thoro' action by the passage of such bill or measure as will provide for the revision of the present laws or the enactment of such general laws as will insure to the state a system of public roads of permanent and superior character; and to this end further,

Resolved, That it is the sense of this meeting that the legislature should proceed with all convenient zeal to ascertain and pass such bill as will effect an improvement in the general laws relating to the making and maintaining of the public roads in this state; further,

Resolved, That a copy of these resolutions be sent by the secretary to each of the legislative and the executive departments of the state government.

COMMITTEES APPOINTED.

Mr. O'Donnell moved that a committee be appointed to recommend some form of bill to be considered at the evening session. Carried.

The chair named as such committee, Messrs. O'Donnell of Jamaica; Egerton, Syracuse; McClintock, Rochester; Chamberlain, Ontario county; and Sweet, Syracuse.

The following committee on constitution and officers was named: Hon. Thomas E. Kinney, D. D. Winston, Utica; H. H. Freeman, Syracuse; Peter Collyer, Geneva; A. W. Thayer, Cooperstown; A. R. Egerton, Syracuse; I. B. Potter, New York; C. W. Wood, Syracuse.

Secretary Potter stated that Mr. Proctor had very kindly given the use of the rooms free of cost.

Mr. Thayer of Otsego county said 50 years ago the farmers were satisfied to travel in wagons and the same method of making roads was then in vogue as now. Improvements have been made in carriages and harnesses, but not in roads. If farmers were less extravagant in other ways, they could afford to pay for better roads. Farmers living our way would rather pay half the expense for highway taxes in cash, than to leave their farm duties and work out the amount. This state should not be far behind others in the matter of roads.

A recess was then taken until evening.

The Evening Session.

LEGISLATION RECOMMENDED.

The association was called to order again at 8:15 P. M.

Chairman O'Donnell of the special committee on legislation reported that several bills had been considered, and it was finally decided to submit the following resolution:

Resolved, That it is the sense of this meeting that a beginning should be made at once in improving the roads of this state, and that we recommend the passage of the senate bill No. 300, introduced by Senator Richardson, and now before the legislature, provided that the bill be amended so as to provide for the maintenance of the roads improved by the state.

The bill introduced in the senate by Mr. Richardson provides for the population by ...

... structed, with the approval of the commissioners, and the commissioners shall advertise for proposals and let the contract for the work. Whenever the inhabitants of any county disapprove the line of route selected by the state engineer they may petition the commission for a hearing in opposition thereto.

The committee also reported in favor of the Weller bill, entitled: "An act to extend the powers of boards of supervisors over highways and bridges in counties other than New York and Kings." The bill provides that the board of supervisors in every county in the state except New York and Kings shall have the power to declare main thoro'fares to be county roads, and thereafter such roads shall be cared for by the county. The supervisors are empowered to borrow money to build or repair roads and bridges, but in no case shall the tax exceed 3 per cent. of the assessed value of the property in the town. They are given power to open new roads and to acquire lands for that purpose, and have a map made showing the principal highways, which shall be filed in the county clerk's office. When roads have been in whole or in part macadanized by a town, such town shall receive a fair equivalent for the expense. The supervisors shall have power to regulate traffic and travel on county roads, prescribing the weight to be carried and the width of the tire of the vehicles to be used thereon.

The action of the committee was, on motion of Secretary Potter, adopted as the action of the convention.

OFFICERS ELECTED.

Chairman Kinney of the special committee on constitution and nominations reported in favor of the following officers, who were duly elected: President, William A. Sweet, Syracuse; vice presidents, A. W. Thayer, Cooperstown, Otsego county; Charles J. Edic, Marcy, Oneida county; John O'Donnell, Jamaica, Queens county; William Budlong, Schuyler, Herkimer county; Arthur S. Hamilton, Rochester, Monroe county; Peter Collier, Geneva, Ontario county; Addison J. Loomis, Cicero, Onondaga county; J. H. Durkee, Sandy Hill, Washington county; J. H. Myers, Plattsburg, Clinton county; E. D. Mosher, Mapleton, Cayuga county; A. B. Lawrence, Warsaw, Wyoming county; C. M. Titus, Ithaca, Tompkins county; William H. Robb, Amsterdam, Montgomery county; N. W. Townsend, Bergen, Genesee county; Lewis E. Gurley, Rensselaer county.

Trustees—W. H. Richardson, Henry J. Coggeshall, F. O. Chamberlain, H. H. Freeman, Thomas E. Kinney, J. Y. McClintock, Thomas R. Proctor, A. R. Egerton, John B. Weber, Adin Thayer.

Secretary—Isaac B. Potter, New York.

Treasurer—Charles W. Wood, Syracuse.

The board of trustees was empowered to appoint a vice president from all counties in the state not included in the list made out.

Chairman Wood resigned his seat to President Sweet, who expressed thanks for the honor conferred, and promised to fill the duties of the office to the best of his ability.

CONSTITUTION.

The special committee submitted a constitution and by-laws, which were duly acted upon and adopted. The object of the association is to improve the public roads of the state. To this end it proposes, first, by every proper means to increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them; and, second, to procure by appropriate legislation a change in the present laws governing the construction and maintenance of the public roads. Any citizen of good moral character to become a member on payment of one dollar for annual dues, or a life member on payment of $10. The by laws provide that the annual meeting of the association shall be held on the second Tuesday in January, at such place as the trustees may select. Special meetings of the association may be called by the secretary at the request of the president, five trustees or fifty members of the association. Twenty-five members shall constitute a quorum.

The following named gentlemen were made life members: William A. Sweet, John O'Donnell, A. B. Gardner, A. R. Egerton, J. Y. McClintock, A. W. Thayer.

On motion of Mr. Thayer, the thanks of the association were tendered to the efficient secretary, Isaac B. Potter.

Mr. O'Donnell thought the secretary should have pay in the future. This matter was left to the trustees.

The thanks of the association were tendered to ex-Chairman Charles W. Wood of Syracuse, for his labors in behalf of the association.

Chairman Sweet was authorized to go to Albany in the interest of the Weller bill.

On motion of Mr. Kinney, the thanks of the association were tendered to T. R. Proctor for the free use of the board of trade rooms.

Hon. Patrick Griffin of Utica addressed the association at length concerning road making, compressed earth foundation, and the Academy street pavement in this city laid by him.

A brief discussion followed, in which several gentlemen participated.

President Sweet said that one ditch in the center of the road would take off more water than ditches on both sides.

Senator Richardson spoke briefly in favor of vehicles with wider tires. He also said a mudhole could be drained by digging a hole to some depth, filling it with stone and putting gravel on top.

Mr. O'Donnell did not believe in road scraping. Roads should be built up with new earth.

Mr. Sweet said the idea that a road must be crowning was fallacious. The whole secret of a road is to keep it smooth and free of ruts.

Mr. Potter spoke in favor of the telford block foundation and Mr. O'Donnell op...

The Post-Express.

ROCHESTER, WEDNESDAY, MARCH 19.

COMMON COUNCIL.

Affairs of City Clerk's Office to be Investigated—That List.

Aldermen McMillan, Lempert and Selye were absent when the common council was called to order last evening. A communication from the advisory committee of the Ladies' provident dispensary asking the appointment of two women as city physicians was ordered received, filed and published. A petition from several hackmen asking that the penal ordinance relating to hacks be amended so as to require all hackmen to be licensed and to make the rate for Mt. Hope service $4 instead of $3, was referred to the penal ordinance committee. The law committee recommended that the charter be amended so as to provide for the appointment of not less than four nor more than eight city physicians, two of whom shall be lady physicians, instead of not less than four nor more than six city physicians as now provided. Ex-Judge Thomas Raines, at the request of the members of the Female Charitable society, spoke in favor of the appointment of two ladies as city physicians. "I think," said he, "the common council could not do itself greater honor than to adopt the recommendations of this society. I know the work that is being done by this society. I am not here to make any attack on the male physicians. In former years this might have been proper. But these ladies ask something that seems imperatively necessary. If you will read the records of the old world you will see that in India within the last three years more than $1,000,000 has been expended for the establishment of medical colleges for women. Are we to be behind India in this matter? The best sentiment of this city is all in favor of the appointment of lady physicians for the city work." Alderman Kelly said he was heartily in sympathy with Mr. Raines's remarks, but he feared that the amendment would fall with the others about to be acted upon by the legislature. He offered a resolution providing that the overseer of the poor ascertain between the present date and April 7th how many of the poor people of the city desire the appointment of lady physicians. He thought such action would further the passage of the amendment. A committee of ladies of the Female charitable society was present. Dr. Mary E. Stark, of the provident dispensary, explained the necessity for women physicians. Mr. Raines said that a report from the overseer of the poor would not disclose the true state of affairs. The resolution of Alderman Kelly was adopted.

A communication from the executive board stated that in the matter of the widening of the east end of Chestnut park the lands of Mrs. A. B. Foster necessary to be taken were valued at $400 if a maple tree were spared and $600 if the tree were cut down. No agreement having been reached the city attorney was directed to take the lands by condemnation. Overseer of the Poor Ritzenthaler reported that during the month of February sixty-five families had been relieved at a cost of $2,618.36, less amount charged towns $84.41; total $2,533.95. The report of Commissioners Atkinson, Knapp and Clarke in the matter of acquiring lands for the Genesee street outlet sewer, was presented. Awards are made as follows: Hiram M. Tripp, $104; Hugh Devitt, $77; estate of Joseph A. Eastman, $77; Henry Stallman, $77; Henrietta Witzel, $146; Josephine M. Winslow, $60; Jonas Jones, $55; John Drew, $125; George E. Fisher, $6.

First ordinances were adopted as follows: Loomis street plank walk, $600; Chatham street asphalt pavement, $30,500; Flint street sewer and grading, $1,075; Flint street walk, $335; Fourth avenue plank walk, $570; Jay street sewer, $4,000; Thrush street plank walk, $250; Connors park sewer, $750; Lyell avenue improvement, $2,000; Smith street sewer, $3,750; Lyell avenue sprinkling, $638; Delevan street asphalt improvement, $14,000; Culver park cement walk, $160; Lake avenue medina improvement from end of macadam pavement to city line, $36,000.

Action on final ordinances was taken as follows: Oxford street macadam improvement, adopted; Plymouth avenue, Cottage and Mansion streets sewer, postponed two weeks; Baldwin street extension, adopted; Alexander street sweeping and cleaning, adopted. Alderman Hall moved that the ordinance for the sprinkling of Pinnacle avenue be reconsidered and amended so that it shall read "from South avenue to Meigs street, and the city surveyor to fix the expense." Final action will be taken at the next meeting. Alderman Hall's amendment to the penal ordinance requiring hackmen to place lights upon their hacks was adopted, Aldermen Shelter and Hall voting in the negative.

Hugh R. Perry was elected inspector of election in the first district of the Seventh ward.

Alderman Kohlmetz offered the following resolution which was adopted:

Whereas, Pursuant to and by virtue of a resolution of this board, passed March 19, 1889, your finance committee employed John Bower to examine the annual report of the city treasurer; and,

Whereas, Such examination has disclosed a mysterious deficiency of a large amount of money from the city treasury; and,

Whereas, All drafts or order for moneys upon the city treasurer must be made and drawn according to law by our city clerk; now, be it

Resolved, That said John Bower be and hereby is authorized and empowered to make a thorough and complete examination and investigation of the city clerk's office during the period of the defalcations of the city treasurer, and report with all convenient speed to this or the incoming common council.

Alderman Kelly suggested that the expense of such examination be named in the resolution. Alderman Thayer moved that the name of John Bower be stricken out and that the expense be not to exceed $200. The action of the counsel on Alderman Kohlmetz's resolution was reconsidered and

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Historic Scrapbooks Collection

pense not to exceed $200," and with no expert named, was re-adopted.

Alderman Thayer stated that as there was a difference of opinion regarding the publication of the list of names of those to whom ex-City Treasurer Davis had made advances of money he would call upon the city attorney for his opinion. City Attorney Ernst said that he had already expressed his opinion in the matter, but a great hue and cry had been made about the publication of the list. "I do not know," he said, "to what extent the opinion of the people is represented in the editorials and other articles in the newspapers of the city. The editors are able men, but they are not the aldermen. The responsibility of the prosecution of the case of the city attorney's defalcation rests with the law officers of the city and all matters connected with the case should be turned over to the law department; and if this list with the other papers is turned over to the law department I can safely say the public will not get it." The following resolution by Alderman Williams was adopted:

Resolved, That the acting treasurer be and he hereby is directed to turn over to the city attorney the documents containing the statement of the liabilities of John A. Davis, the names of the persons to whom the monies of the city were advanced, together with any other papers that the city may desire in evidence in the action of the city against the city treasurer and his bondsmen.

Alderman Hall said that there was a great demand for the publication of the list mentioned, but as the city attorney had stated that such action would be detrimental to the best interests of the city, he was in favor of following that advice. The council then adjourned.

The Roads of the State.

UTICA, March 19.—The state committee for the improvement of highways met here yesterday and adopted resolutions that the present legislature should at once revise present laws or enact such a general law as will insure a system of public roads of permanent and superior character.

These officers were chosen: President, William A. Sweet, of Syracuse; several vice-presidents, among whom are Arthur S. Hamilton of Rochester, Peter Collier of Geneva, A. B. Lawrence of Warsaw, N. W. Townsend of Bergen; trustees, W. H. Richardson, H. J. Coggeshall, F. E. Chamberlain, H. H. Freeman, T. E. Kinney, J. Y. McClintock, T. R. Proctor, A. R. Edgerton, J. R. Weber; treasurer, Charles W. Wood; secretary, Isaac B. Potter.

"THE LIST."

The common council last night passed the following resolution:

Resolved, That the acting treasurer be and he hereby is directed to turn over to the city attorney the documents containing the statement of the liabilities of John A. Davis, the names of the persons to whom moneys of the city were advanced, together with any other papers that the city may desire in evidence in the action of the city against the city treasurer and his bondsmen.

This action was taken to prevent the publication of the list of the names of those who had been getting advances from the public treasury. The city attorney declared his purpose to keep all further information from the public until the Davis case comes to trial; and the aldermen were afraid to trust John Bower with the documents any longer. The man who discovered the defalcation is not precisely the person that they like to rely on.

Of course John Bower should obey this resolution of the board which employed him; but it is his plain duty to keep copies of all important papers and certainly to keep an attested copy of the list which he himself prepared. The people put their trust in him; and they don't want the documents in the case "corralled" in any official's possession with no authentic copies left.

This policy of secrecy is all wrong; and the public cannot help but regard it as an attempt to cover up some undeveloped rascality. It will be taken for granted that more is hidden than the mere names of men who got advances from the treasurer and repaid them.

The pretense of the c[illegible] att[illegible]ey that secrecy is necessary for the [illegible] of the city in the Davis suit is simply nonsense.

The haughty assumption on the part of the aldermen of responsibility for concealing the facts would be all very well if the whole business of plundering the treasury had not gone on under their noses for years—and if they were in no way mixed up in the matter; but it is well known that many of them are "on the list."

The best thing for everybody concerned is to publish that list. The sooner the publication is over and done with, the better for those who figure on it. It is wiser for them to face the public frankly now than to be in dread for months, and blackmailed and bullied hereafter by some of the persons who know the secret and will not scruple to make use of their knowledge.

A CURIOUS CHARTER REVISION COMMISSION.

It ought not to be necessary to put any provision into the city charter about the appointment of two female physicians; for at least that many of them ought to be appointed without any charter amendment. But if women who are physicians cannot receive a public appointment in the city without further legislation, such legislation should be had at once.

The man who thinks that a woman, practising a profession, ought to be discountenanced and even disqualified, simply because she is a woman, ought to figure as the skipper in a lively tableau representing Floyd Ireson's ride.

[illegible] opinion of [illegible] for help between this date and April 7th, as to whether they wanted a male or a female physician, and the decide upon the value of the law in accordance with the census [illegible] Such a proposition should [illegible] by our aldermen. Mr. Kelly said that there was less than one order a day from the overseer of the poor upon the city physicians; so that there would be less than twenty people to vote before the 7th of April. And it is designed to decide upon the merits of a charter amendment according to the opinion of these twenty patients, calling upon the overseer of the poor for help! And probably not one-half of these unknown persons to whom the authority of settling a charter amendment is delegated will be even citizens of the United States.

Really, this is one of the most absurd things that the common council has done since the City Fathers became the "Boys."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 19, 1890.

OFFICIAL PAPER OF THE CITY.

The Man Who is Opposed to State Improvement of Country Roads.

RIDGELAND, March 14, 1890.

Editor Union and Advertiser:

It appears probable that the agricultural part of the people of this State, are to be obliged to defend themselves as best they may be able, against a small number of men, who style themselves "Wheelmen," who have discovered that the country highways are not as well adapted to their use on their bicycles as they could wish, and therefore their anxiety is so great to enlighten the farmers who own and use these highways, and are not sufficiently intelligent to know what is for their own good, that they assume to be able and willing to instruct them; and for that purpose and with that object in view, used sufficient influence with the Governor to cause him to present some proposition to the Legislature in his annual message, recommending various plans; and, among others, one which contemplated a state highway through each county in both directions, &c. This small beginning has already resulted in producing two measures which are now being discussed, and if no opposition develops it is to be feared that some radical change will be made relating to our highway laws. We, as country farmers, have lived under the present system substantially more than sixty years, and although we are willing to concede there are some defects in the application of the present system, the system itself is as satisfactory as any that experience has thus far been able to devise; and until the ones most directly interested in this matter feel sufficient interest in this question to make a general and combined movement, for what we ourselves wish the Legislature to do for us, through our servants, whom we elect to act for us, it is not proper for any other persons to interfere. More especially it is not the business of the "Rochester Chamber of Commerce" to stick their noses into the affairs of the farming community, and attempt to instruct them in a subject about which, from the nature of their occupations and the place where they live (the city of Rochester), they are more ignorant than the most illiterate farmer in the State. Suppose for a moment we farmers should send a delegation to Albany and ask for a law to instruct "Ross" how to conduct the shoe business, or "Kimball" the tobacco business, or "Buell" the grocery business, or "Brewster" the banking business, &c., there would be the same propriety in that movement on our part, as there is in this movement, to instruct us how to manage the highway business. We elect every year, one or more highway commissioners who is our confidential agent, and in whose judgment we are more satisfied on this subject, than in the whole "Chamber of Commerce" combined, smart as they are in their own estimation. If the street car company get any comfort out of the fact that their approval has been given to the transfer to them of the property and franchises of the former company, and the settlement had with the city government of the question of the time to which these franchises was to extend, very well; and if they can unasked make a charter for the city, by all means let them do it; but until we invite you to impart some of your wisdom to us please withhold it. It is freely admitted that the country highways are not perfect, but we have sense enough, for the most part, to use them when they are in the best condition to use, instead of when they are in the worst condition; we then do other necessary work, and in this way have managed to subsist, and perhaps, in [illegible] both [illegible] health [illegible] sphere of duty and usefulness. There is such an infinite variety of circumstances embraced in the highway subject, that no general principle [illegible] town [illegible] put in force according to the spirit as well as the letter, are as well adapted to meet the wants of the people as any that can be devised, and are far more satisfactory than any other that can be invented, and when in the future any change is wanted we shall instruct our servants that we send to the Legislature to ask for it. Much more might be said but the above is merely intended to introduce the subject and to stimulate those to write who are more competent.

C. M. L.

THE MEYERS BALLOT BOOTH.

Bill Introduced in Its Favor by Senator McNaughton.

Special Dispatch to the Union and Advertiser.

ALBANY, March 19.—Senator McNaughton to-day introduced a bill to give the towns and cities of the state an opportunity to secure the Meyers ballot booth. The bill is drawn after the suggestion of Senator Erwin, who advised it at the last hearing before the Committee on General Laws. Its main provision reads: "Hereinafter within this state any town may by a majority vote of the board of aldermen determine and order the purchase of one or more of the Meyers automatic ballot booth and appropriate money for the payment of the same to be used in any and all elections."

W. W. Barnard, William Ward, George De Rum, Supervisor Haitz and Edward Shooley, who are here as representatives of State Liquor Dealers' Association, are guests of Assemblyman Courtney.

THE COUNTRY ROADS CONVENTION.

The country roads convention at Utica yesterday was well attended by leading citizens from different parts of the State, and an organization effected. Upon the ability and industry of this organization will depend the success of the movement. It must take hold of the matter in earnest and see to it that the people are educated and agitated upon the subject. The people are all right, but they require to be stirred and pushed in order to bring them into line of action.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 20, 1890.

CITY CLERK INVESTIGATION.

John Bower's Advice—A Correspondent's Views.

John Bower says with reference to investigation of the city clerk's office, that this is a thing which he believes should be performed as regularly as investigation of the city treasurer's office. He cites the following from a report which he submitted to the Council in 1885:

I would respectfully suggest that all resolutions by the Council hereafter passed, authorizing examinations of the treasurer's accounts shall be sufficiently broad to include necessary investigations of other departments of the city government having a reciprocal and direct relation to the treasury department; for it by no means follows that because the treasurer produces properly executed vouchers for every dollar of disbursements, that the warrants themselves were, in all cases duly and legally authorized. In these remarks, I refer more especially to the department in charge of the City Clerk. By reference to sections 55 to 58 of the city charter, it will be seen that the City Clerk has very important duties to perform, and that the position is one of great trust and responsibility—entirely too great not to be rigidly investigated as frequently, at least, as the Treasurer's office.

A correspondent sends the following communication:

Editor Union and Advertiser:

In explaining his resolution to investigate the city clerk's office, Ald. Kohlmetz is represented as saying: "I introduced it because I thought that the office ought to be investigated. I don't say that there is anything wrong there, but there is opportunity for wrong doing and it is well enough to look into things. I believe that every municipal department ought to be investigated. You stir any of them up and a stench arises. The whole business from top to bottom ought to be looked into thoroughly. This talk about a new charter is all well enough, but it is not time for it yet. When a man brings me a machine to be repaired I first find out what is the matter with it. And that is the way to do with the charter. Investigate the whole business and find out where it is wrong and then fix things in your charter. I tell you that there is a great deal to be made right in city affairs in every department and the sooner we get at it the better it will be. A thorough investigation is what we want and we want it in every department. The City Clerk's office is a good place to start and that is why I introduced the resolution that I did."

This is all right. Citizens will accordingly expect a prompt and complete investigation. But in looking over the proceedings of the Common Council I find another investigation started by Ald. Kohlmetz some years ago, when he was made chairman of a committee to look after a building fund of the Board of Education. This committee has never made any report. Can the retiring alderman from the Fifth explain this? The resolution providing for the investigation will be found in the proceedings of the Common Council for May 5, 1885, as follows:

By Ald. Kohlmetz—Resolved, That the chairman of this board be and hereby is directed to appoint a committee of three members of this board to make an examination as to the disposition made by the Board of Education of the building fund of said board, rated by the last tax levy, and to that end said committee is hereby authorized to examine all vouchers relating to the disposition of such fund and to examine witnesses under oath upon that subject. Adopted.

* * * * * * * *

The president announced the following committee to examine as to the disposition of the building fund of the Board of Education for 1885:

Ald. Kohlmetz, Mandeville, Upton.

SEARCHER.

A petition is being circulated to-day for signatures of taxpayers asking the Common Council to appoint Mr. John Bower as the expert under the resolution adopted at the last meeting ordering an examination of the city clerk's books. After to-day the paper can be found at Amsden's, under Powers Bank, where those who wish can call and sign.

[illegible]

Misfortunes never come singly to the breezy town of Buffalo. While Oswego is scheming to draw Niagara river away from [illegible] through the channel of a ship canal and Niagara Falls, and Syracuse is laying pipe with the Legislature at Albany to draw off the waters of Skaneateles Lake and thus in a possible contingency make Jordan a hard road to travel for the pirates of the termini, Chicago is in labor upon a plan to git rid of its sewage that may divert the flow of Lakes Superior and Michigan so as to leave Huron and Erie and their connecting links a desert waste. The plan is to effect the construction of a monster-canal sewer from Lake Michigan at Chicago to the Illinois River, which would take 10,000 cubic feet of water from the lake in every second of time. Such a drain would, it is claimed by W. H. Hearding, an engineer who has made the calculation, practically destroy lake navigation between Chicago and Buffalo. "The discharge of such a canal," says Mr. Heading, "as is proposed to be constructed at Chicago—viz., 10,000 cubic feet per second—would be three times as great as the volume of water carried by the Wisconsin River at Portage City, Wis., at low-water level, and six times as great as the low-water discharge of the Illinois River. It would be equal to 11.6 per cent. of the St. Mary's River, which carries the whole outflow of Lake Superior, and 4.4 per cent. of the output of the three great lakes, Superior, Michigan, and Huron." It would seem to be a good thing for Buffalo to let go its hold of Skaneateles Lake and hang on to the head waters of navigation at the west.

The Post-Express.
ROCHESTER, THURSDAY, MARCH 20.

THE CHARTER AMENDMENTS

To be Introduced in the Senate To-Day—Police Court Judgments.

Senator McNaughton wrote yesterday that the charter amendments would probably be introduced by him in the senate to-day, and that copies would be immediately printed and sent to Rochester, to give the citizens an opportunity for discussion. He has received hundreds of letters from citizens requesting copies of the amendments.

That amendment referring to judgments of the police justice and appeals from them is as follows:

Section 27. Section 260 of said chapter 143, as amended by said chapter 14, is hereby amended so as to read as follows:

Sec. 260. An appeal may be taken from any judgment rendered by the police justice in a suit brought to recover any penalty or forfeiture for the violation of an ordinance of the common council to the County court of Monroe county, within the same time, in the same manner and with the same effect, as appeals are taken from justices' courts judgments to county courts, where a new trial is not had in the appellate court, and the respondent, or his attorney, may, within twenty days after the service on it of the notice of appeal, serve upon the appellant, or his or its attorney, in one of the modes prescribed for the service of papers by section seven hundred and ninety-seven of the code of civil procedure, a written stipulation that the judgment appealed from may be reversed, in whole, or in part, as therein specified, with two dollars costs and disbursements, and, within five days thereafter, the appellant or his or her attorney, shall serve upon the respondent's attorney a written notice that said offer is accepted, and, in that event, upon filing the offer and acceptance and proof of service thereof, within the time aforesaid, judgment may be entered by the clerk of the county court in accordance with the offer, but in case said offer is not accepted the appeal may be brought to a hearing at any term of the county court, and in case the appellant does not obtain a more favorable judgment upon said appeal, exclusive of any costs or disbursements of said appeal, stated in said offer, the respondent shall be entitled to the costs and disbursements of said appeal. The same proceedings shall be had as is provided in articles first and second of title eight of chapter nineteen of the said code of civil procedure, except as herein otherwise specially provided. A return shall be made to said county court by said police justice, in the same manner and time in which justices of the peace are required to do upon appeals taken from their judgments to county courts, and said police justice shall receive the sum or fee of $2 for making such return and which shall be paid by him into the city treasury to the credit of the contingent fund. Upon any appeal provided for herein the award of costs is regulated as follows:

1. If the appeal is dismissed because neither party brings it to a hearing, as prescribed in section 3,062 of the code of civil procedure, costs shall not be awarded to either party.

2. If the judgment is reversed for an error in in fact, not affecting the merits, or if a new trial is directed before the police justice, the costs of the appeal, not exceeding fifteen dollars in amount, are in the discretion of the appellate court.

3. If the judgment is affirmed, costs must be awarded to the respondent.

4. If the judgment is reversed, except upon an offer made as herein specified, costs must be awarded to the appellant.

5. If the judgment is affirmed only in part, the costs, or such part thereof, as to the appellate court seems just, not exceeding ten dollars, besides disbursements, may be awarded to either party.

6. Upon such an appeal costs, when awarded, must be as follows, besides disbursements.

1. For all proceedings before notice of argument, five dollars.

2. For all proceedings after notice and before argument, five dollars.

3. For argument, ten dollars.

Upon an appeal taken as aforesaid either party may, at any time after the return is filed in the appellate court, and before the argument, serve upon the adverse party a written offer to allow judgment to be taken for a sum, or to the effect therein specified, with or without costs. If the party receiving the offer, within five days thereafter, serves upon the adverse party notice that he accepts it, he may file it with proof of receipt thereof; and thereupon the clerk must enter judgment accordingly. If the offer is not thus accepted it cannot be proved upon the argument, and if the party to whom it was made fails to obtain a more favorable judgment he cannot recover costs from the time of the offer, but he must pay costs from that time. This section as amended shall apply to any judgment heretofore as well as hereafter rendered by said police justice.

[illegible] A petition is being circulated to-day for signatures of taxpayers asking the common council to appoint John Bower as the expert under the resolution adopted at its last meeting ordering an examination of the books of the city clerk. After to-day the paper can be found at Amsden's, under Powers bank, where all who favor it can call and sign.

THE NEW ROAD.

News About the Building of the Geneva and Buffalo Railroad.

Bids will be opened next week Thursday for the construction of the new road from Buffalo to Geneva to be built this year by the Lehigh valley. As the Lehigh Valley's contract with the Erie will expire next spring, the work must be finished by that time. In sixty days 6,000 men will be at work upon the new line. Over 250 contractors will present proposals and the contracts will be let in sections. Among the Rochester contractors who will present proposals are Grant & Ellsworth, B. Smith and James D. Casey.

As the road will pass through Rush and form a part of the main line between New York and Buffalo Rochester people are naturally interested in the project. Beginning at Buffalo the line of the new road will run almost parallel with the Central until it reaches Batavia. After passing through that place, where a handsome station will be erected, it will continue through Le Roy, Rush, Fishers and Oaks Corners to Geneva. The road will be ninety-four miles in length and is estimated to cost $2,000,000. It will vary but three degrees from the air line and will be double tracked all the way.

ROCHESTER MORNING HERALD
FRIDAY, MARCH 21, 1890.

OPPOSING ROAD IMPROVEMENTS.

The HERALD and some of its cotemporaries have recently published communications from correspondents in the country protesting against the movement in favor of improved country roads, a movement that derives its inspiration chiefly from the cities. A fair specimen of a class of these contributions appeared in the Rochester Union on Wednesday. The rural writer assailed first the "wheelmen" and then the Rochester chamber of commerce on account of their activity in behalf of an improved system of country roads.

The argument of the correspondent was to the effect that the farmers had always got along under the present system of making and "improving" country roads and that when they wanted a change they would ask for it; further, that city people don't know anything about country roads anyhow, and it would be well for them, especially for the Rochester chamber of commerce, to mind their own business and let the country roads alone.

Now, would it not be well for all who entertain such views to cultivate a little broader spirit and take a more intelligent view of the situation? In the first place, they must concede that any person of even ordinary intelligence, whether he lives in the city or the country, knows the difference between a good road and a poor one. Many of the most successful men in our cities—probably many members of the Rochester chamber of commerce—were born and reared in the country. They know just as much about it as any who are still living there.

But the absurdity of the rural criticisms is apparent when the fact is known that of the $10,000,000 proposed by the Richardson bill to be expended upon a state system of highways about eighty per cent.—$8,000,000—will be paid by the taxpayers of the cities and only about $2,000,000 or a little over by those people in the country who are growling and whining against the proposed improvement of their roads. Of course the labor and materials for the improved highways will be mostly furnished by the rural districts, so, as a matter of fact, the very little the country people would have to pay in taxes would be more than made up to them.

Moreover, the money for the work could be borrowed at a very low rate of interest—two and a half per cent.—so that the cost to the taxpayers of the state would be hardly appreciable. Certainly the rural districts would have no ground for complaint under the operation of such a system. But there seem to be people who have a chronic antagonism for all improvements, even when they are to be benefited at the expense of others. We do not believe the great body of the farmers of this state belong in that catalogue, and we look for their hearty and intelligent cooperation in bringing about the much desired reform.

LIGHT WANTED.

INTERVIEWS ABOUT THE CITY GOVERNMENT.

Many Prominent Citizens Want the Fassett Committee to Visit Rochester—It Will Probably Come.

The HERALD of yesterday contained a brief paragraph to the effect that correspondence had passed between prominent business men and Senator J. Sloat Fassett, with a view to having the senate committee on cities investigate the municipal government of Rochester. The members of the committee are now engaged in an exposure of the evil ways of New York city politicians, but it has been learned that they are seriously considering the advisability of visiting Rochester when their work in the metropolis is finished.

This committee was early in the session empowered to investigate the governments of the various cities of the state. It commenced its labors in New York on March 1st. It consists of the following senators: J. Sloat Fassett of Elmira, Francis Hendricks of Syracuse, Gilbert A. Deane of Columbia county, J. W. Birkett of Brooklyn, Lispenard Stewart of New York, Donald McNaughton of Rochester and John F. Ahearn of New York. Five are republicans and two—McNaughton and Ahearn—are democrats. From the excellent work done in New York, however, there is a general feeling that a thorough investigation can be secured at its hands, without regard to politics. In order to ascertain the general sentiment of leading citizens regarding the investigation, reporters of this paper called upon a number yesterday. Their opinions are given in the interviews which follow:

Lewis P. Ross said: "If the object of this committee's visit is to be the preparation of a general law for the government of cities, I shall be heartily in favor of it. There is no reason why the government of all the interior cities in the state should not be on the same general plan. There should be no politics about the investigation, however. A city is a business corporation and should be governed as such. I have been in New York for the last two weeks and have watched the proceedings of the Fassett committee with interest. It has done a great work in exposing the rascality in the sheriff's office. If abuses exist in our city affairs they should be brought to light, and I am heartily in favor of an investigation, if carried on in a non-partisan, business-like manner."

A. S. Hamilton gave his opinion thus: "I am in favor of light. Turn on the light! If there is nothing wrong, the office-holders need have no fear. Such an investigation would be a good thing for the city."

George Weldon believed that a thorough investigation would be a "first-rate, good thing." He thought that if any committee could be induced to come to Rochester for such a purpose it would be well to encourage it.

Anson C. Allen gave his views as follows: "I am in favor of such an investigation, especially of the board of education, executive board and other boards having in charge the disbursement of money. We have had some disclosures. Where a few wrong-doers are exposed there are likely to be m[illegible] Had investigations been common [illegible] not think the defalcation of the [illegible]y treasurer would have occurred."

Chief Engineer W. E. Hoyt of the Buffalo, Rochester and Pittsburgh railway thought the idea of an investigation was an excellent one. He was especially earnest in his advocacy of a uniform government for all the cities of the state.

Ex-Mayor Henry L. Fish was outspoken in his denunciation of the way municipal affairs are being conducted. He said: "I am in favor of the investigation. It is the only way of getting at the facts concerning the abuses which exist. We must put these officials on the stand and then we will know the names of the men who are on 'the list.' That is the only way the taxpayers will ever get them. This corruption permeates the whole city hall. I have had considerable experience in city politics and I believe something must be done to break up the ring and that this investigation will do it."

John Fahy was inclined to the opinion that the intervention of the state was not necessary. He said: "I am convinced that the city government could be run much more cheaply than it is. The great fault is in leaving public affairs to men unfit to carry them on or to those who are easily tempted. We must look to the primaries and choose officers who are not afraid of the politicians nor afraid to do right. I believe that we can correct our own abuses without appealing to the legislature. Such an investigation would make a scandal and give the city a bad name all through the country."

James G. Cutler: "You can say that I approve of the idea. Let us have all the light we can get on our city affairs."

William F. Cogswell: "I have so little knowledge of the scope of the committee's authority that I would prefer not to express an opinion."

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Gilman H. Perkins: "I have not looked into the matter sufficiently to enable me to express an opinion."

John Bower: "I think the plan a good one. I would like to see a law passed in this state similar to the Bullitt bill, adopted by the Pennsylvania legislature in 1885. That law applies to the whole state and is modeled in a general way after what is known as the Brooklyn system, as presented here a few years ago by Seth Low, now president of Columbia college. By that bill the mayor is elected for four years and is ineligible to re-election at the next succeeding term. The idea is to hold the heads of departments responsible. In a monograph published by the Johns Hopkins university this bill has been pronounced the most scientific method of municipal government of the age. If the senate committee came here, it could very easily learn what not to do in the way of conducting a city government. If nothing else was done in this city, by all means deprive the common council of any executive power whatever. It should be a purely legislative body. The idea of having a lot of men appropriating the people's money to be expended by themselves through committees of their own making is an absurdity in these days, deserving only of ridicule and contempt. By the adoption of some system similar to that outlined in the Bullitt bill this city would save tens of thousands of dollars yearly. One reason why I favor the coming of the committee is this: There will never be any reform of the city government here so long as incipient measures are at all dependent on the common council. All reforms that have been adopted in city governments during the last twenty years have been carried in spite of, and in opposition to, the powers that be. Take Philadelphia, as an example that may be selected from many instances. It was only after years of persistent effort on the part of leading citizens that the Bullitt bill was finally adopted by the legislature. The same thing occurred in Brooklyn. In fact, there are no exceptions to this rule that I know of. If we depend on the common council alone for procuring any substantial reform in our method of municipal government, we shall have to wait till doomsday before its accomplishment."

Clinton Rogers: "I have not the utmost confidence in roving legislative committees but in case this one has a general law in view I should favor its coming here."

Mortimer F. Reynolds: "I don't know much about the Fassett committee but it seems to me that John Bower is competent to investigate the affairs of this city. Turn over all the books to him and let him go through them. He will find anything wrong that there is. There is usually too much politics in the work of investigating committees. They swear witnesses and take testimony which does not always do justice to the men accused. In the case of an investigation by a man like Mr. Bower the whole matter is kept quiet until all the facts have been obtained and sifted. When Tweed flourished in New York there were investigating committees, but nothing of much value was obtained until Tilden took hold of the matter and made a personal examination. A uniform law for cities would certainly be a good thing. They are very essential for all corporations. You would not think of making separate laws for individual banks. The cities of the country are about as badly governed as they can be and it looks as if they would never be much better. A true system would be to give each man the influence in the government to which the amount of taxes he pays entitles him. But we cannot expect that. It would be too near the millenium."

Thomas C. Montgomery: "I see no object in the committee's coming here. It would be pleasant to have the senators in town but I think we can do the investigating ourselves, if any more is necessary."

Hon. James L. Angle: "I can hardly express an opinion about the Fassett committee as I have paid but little attention to its work. Committees having general powers often accomplish little except the expenditure of public money. I am in doubt about the possibility of enacting a general law for the government of municipalities. In former years I gave considerable attention to this matter. I found that almost every place has something distinctive about its water works, its police department, or some branch of its government. All these things would make it exceedingly difficult to frame a general law for all the cities of the state."

A. W. Mudge: "I think it would be a good idea. It must be patent to every body that some investigation is needed. Let us have all the light we can get on the matter."

Mayor-elect Carroll was seen at his home last evening. He said that he should have no objection to the investigation, although he could see no particular necessity for it. So far as he was informed there was no suspicion of irregularity in the conduct of any branch of the municipal government outside of the city treasurer's office. "If it is advisable to make any changes in our city charter or to institute any reforms," said he, "I think our common council is quite equal to the task. But the committee can do us no harm and might gather some information that would be of service to them as legislators. Consequently, as I said before, I have no objection to the investigation."

IN NEW JERSEY.

IMPROVEMENT OF ROADS IN THAT STATE.

Chauncey B. Ripley Tells How Country Highways Have Been Macadamized Under Recent Legislative Enactments.

The plan of building new roads under the recent enactment in New Jersey is described in an interview published in The New York Times. He says:

In consequence of the ruinous effect of the continued rains of the past year upon the roads and highways about New York, extraordinary interest has been manifested by property owners of the suburban counties in the system of road making inaugurated by Mr. Chauncey B. Ripley in Union county, N. J. Roads that have been considered of the first class, and that have cost enough to make a solid and durable highway, have been so softened by the wet weather that they have succumbed to the strain of ordinary teaming, and are cut to pieces and seamed with dangerous ruts.

"Respecting work on country roads," said Mr. Ripley, "the work in Union county is progressing slowly, but, according to contract, rigidly in all cases. Many questions have been asked me about the provisions of the contracts under which we are working, mostly by letters, which I am still receiving from many sections of country suburban to New York. I should be glad to answer them, once for all. Our public roads are generally laid out 66 feet wide. Of this width one-fifth, or about 13 feet, on each side is allowed and used for sidewalks and shade trees. The country roads are macadamized only 16 feet in width or 8 feet on each side of the center line, which the surveyor first defines, and which, when found, controls all other lines in the progress of the work.

"The first among the essentials of a first class road is drainage. The contract, specifications and drawings all provide for such a grade as shall carry off all water from the surface of the road and that which percolates through the stone. Before any stone is laid the roadbed is perfectly graded, with reference to shedding water toward the side as well as carrying it off lengthwise. The center of the roadbed is higher, and the slope to each side is regular. A shoulder is left on each margin of the 16-foot bed, so that the foundation stones cannot spread. The roadbed is made smooth and rolled before any stones are placed on it.

"After its preparation is completed a layer of blocks of stone about 12 inches long by 6 or 8 inches on the sides is laid, each stone by hand. Each stone stands an inch or so away from other stones. The stones of the first layer are pretty uniform in size, and of trap rock, and crack or split easily when struck with a stone hammer, which is used on the top of each stone till all are broken into, say, half a dozen pieces. The broken pieces fall down wedge shape, spreading so as to fill the vacant spaces left between the blocks, as originally laid, and form a mass of wedged stones that will stand in the position they are left by the hammer forever, we may almost say. After this the roller is applied, and the stones are packed by rolling. Then a layer of larger stones is placed upon this foundation, say stones of the size of 2 to 2½ inches on a side. This layer is then rolled, and a finer grade is used on top, till stone dust and gravel complete the evenness of the surface. The roller now in use on the Union county roads is a steam roller, and has a pressure of twelve tons."

"What do such roads cost, and how is the money raised?"

"The cost is about $10,000 a mile, I judge by observation and imperfect reports. It is not far from that sum, I can safely say. It seems a great deal to one not acquainted with road making. It is not. We have few good roads in our county that have not cost at least that amount of money per mile. And they wear out in a few years. The money under our county act is raised by bonds, running twenty years at 4½ per cent. interest. The interest on these bonds is all that the present generation will have to pay, as a rule. It is very light, too, when spread over a county. A taxpayer owning a house and lot worth $5,000, and having $5,000 more out at interest, told me the other day his yearly tax would not be more than a dollar or two greater on account of these roads. Although at first a croaker and opposed to them, he is now in favor of the roads."

"But when the bonds fall due, what then?"

"When the bonds fall due Union county will contain three times the number of inhabitants it has at present, and the taxable property will be three times as great. This we are safe in assuming, and more, judging the future by the past two decades. I have fresh evidences every day of the increasing interest in improving carriage roads in Rockland, Orange, Dutchess and Westchester counties in New York. The earth is so full of water from the excessive rainy season we are passing through that the old style of gravel roads has been put to a severer test than ever before in the memory of [illegible] ... makes better roads a greater necessity."

Gravel Top.

Mr. Clemens Herschel, whose treatise ... published by the League of American Wheelmen, writes as follows of the use of gravel as a substitute for broken stone on roadways: "Instead of the macadam top, screened gravel may be used. The foundation for these gravel roads should be the same as the rough paving for the macadam road. The gravel to be used for the top must be selected with some care; it should be of a hard kind of stone, clean, that is, free from clay, of the right color, etc. It is put on in two layers, each rolled, and the top one made compact and firm, by spreading and mixing in some good binding material, sprinkling and rolling. There need be no fear of making a poor road by using the smoothest, most water worn pebbles, free from all sand, etc., in making a road top. The upper portions of the river Rhine are remarkable for the clean, smooth pebbles that form its bed to a very great depth. These pebbles are dredged up and used in road building, making an excellent road covering at a small expense."

The Post-Express.

ROCHESTER, FRIDAY, MARCH 21.

The Arcade Mills.

Work was begun Monday on the improvements to the Arcade mills, owned by Chase, Armstrong & Shaw. At present one story will be added to the old structure, but later a building 35x40 will be erected in the rear. The cost of the improvement will be between $18,000 and $20,000. All the old machinery will be taken out and replaced by machinery of the most modern improvements. The Stillwell & Bierce manufacturing company, of Dayton, have the contract for this work. A reporter was shown the plans this morning. The new machinery will be of the Odell system, the same as that in the Granite, Shawmut and Ely mills. On the first floor there will be eighteen pairs of rollers capable of crushing enough wheat for 300 barrels of flour per day. On the second and third floors will be eight purifiers and on the fourth floor will be a Washburn dust collector, which will collect dust from the purifiers. On the second, third and fourth floor; will be twenty-eight bolts or reels for separating the flour from the bran and dividing it into the different grades. On the first, or grinding floor, will be four machines for packing the flour into barrels. In the basement there will be two Leffell water wheels for driving the rollers and other milling machinery and one wheel for driving the cleaning and packing machinery, making about 160 horse power in all. There will also be thirty sets of elevators and four Knickerbocker cyclones for taking the dust from the cleaning machines. The mills will manufacture the new-process flour. It is expected that the improvements will be completed by May 15th. O. J. Kneal has the contract for the brick work, and J. F. Montgomery & Co. for the carpenter work.

EXPENSES TO ALBANY.

What Alderman Selye Says About a List Item.

Among the items from the journal in the city treasurer's office, printed yesterday by the POST-EXPRESS, was one of $30 against Alderman Selye for services at Albany.

The alderman says the facts are these: He was appointed chairman of a committee to visit Albany with a view of securing a return to the city of the money it had expended for canal swing and lift bridges. Aldermen Selye and Tracy went to Albany on the mission, the former drawing an advance of $30 from the city treasury for expenses. At the capital, the aldermen discovered that Rochester was the only city in the state that had paid for such bridges, and hence had a good claim for reimbursement. A bill for that purpose was introduced and has already been reported favorably in the senate. The committee has since made a second trip to Albany and will probably have to make another. If it succeeds the city will secure a return of some $116,000 expended by it.

The item in the journal is there because the committee has not been discharged and its bill for expenses has not been audited. Under the new rule the committee has met its own expenses and will not secure a return of the money until its bill for the trips are audited. Alderman Selye says that if he was to be paid for "services" he ought to have 10 per cent. of the $116,000, always provided that it is secured.

Mr. Fleckenstein's Plans.

As the present month will end the first quarterly business of the city treasurer's office, and as General Reynolds will require more time to prepare himself for assuming the duties of postmaster, Mr. Fleckenstein this morning decided that he would not take charge of the treasurer's office until April 1st. This decision, he argued, would give both General Reynolds and himself ample time to arrange matters so that each might enter upon his respective duties with as little friction as possible.

ROCHESTER MORNING HERALD

MARCH 22, 1890.

THAT INVESTIGATING COMMITTEE.

The Rochester Union says the MORNING HERALD has been "all at once quickened by a desire to have the Fassett investigating committee of the senate visit Rochester and look into our municipal affairs." The HERALD has not up to this date expressed any desire upon that subject, though in noticing certain interviews with citizens about it we said yesterday that "there may still be some things worth unearthing which the senate committee would bring to light."

Since our attention has been called to the matter, however, we cordially second the suggestion of the Union made about a month ago when republicans controlled the offices of the mayor and executive board, in which that paper said: "If Mr. Fassett will bring his senate cities committee up here and set it to work upon the republican departments of our municipal government, we warrant him and them a fruitful and interesting, if not a politically profitable, visit." We would, however, amend that motion so as to make it apply to every "department of our municipal government," democratic as well as republican. That committee has been doing good work in New York, bringing to the light some of Tammany's perennial rascalities. Perhaps it might do as much for Rochester.

But all investigation should have in view the good of the public. The HERALD, unlike the Union, does not consider this matter from a party point of view. It does not concern us whether the lightning strikes a republican or a democrat. If men in office have gone wrong they deserve exposure and punishment. But there is an end in view even beyond that. We hope to see, as several of the influential citizens who were interviewed for the HERALD yesterday expressed themselves, a general system of municipal government for the cities of the state adopted. To this end the senate committee on cities, known as the Fassett committee, can make itself very useful, first, in finding out what evils need to be corrected, and secondly, in recommending a system that will in its fundamental principles be applicable to all of our municipalities.

Democrat and Chronicle

MARCH 22, 1890.

NO TIME LIKE THE PRESENT.

The suggestion has been made that it might be advisable to invite the Senate committee on cities to investigate Rochester's municipal government and in response to a telegram of inquiry Senator Fassett has expressed his willingness to undertake the task provided there are tangible evidences of corruption sufficient to warrant the expenditure of time and money. Precisely how much preliminary proof the Senate would require we do not know, but with a due regard for conservatism it may be said that there should be little difficulty in satisfying him of the urgent need of a thorough and far reaching examination. It is, of course, possible that our city government, in all its various departments, is pure as mountain dew but this sweetly innocent view is entertained by a comparatively few. The general and well-defined impression is that abuses which long ago crept into our system of government, have grown so powerful by toleration that they have become dominating factors, not to be eradicated without recourse to the most stringent measures. The defalcation of the city treasurer revealed the shockingly careless as well as criminal manner in which the affairs of one office were administered and there is something more than a suspicion that an investigation of other departments may be prolific in interesting developments. The Common Council has assumed the responsibility of investigating the methods of the city clerk, but who is to take the responsibility of investigating the methods of the Common Council? There should be no invidious distinctions in these piping days of investigation and reform and the searchers after truth should "hew to the line, let the chips fall where they may."

If the Senate committee concludes to visit Rochester we may assure the members of a cordial welcome, with a fair probability that their stay will not be made monotonous by the lack of sensational features in their official work. We believe that an impartial investigation of municipal affairs would be of inestimable benefit to the city at this juncture and that the conditions were never more favorable for radical changes.

TO ENLARGE THE PLANT.

Extensive Improvements to be Made to the Arcade Mills.

Extensive improvements have just been begun on the Arcade Mills on Aqueduct street, owned by Chase, Armstrong & Shaw. Another story is to be added to the present structure. All the old machinery will be taken out and replaced by machinery of the most modern improvements. The Stillwell & Bierce manufacturing company of Dayton, have the contract for this work. The new machinery will be of the Odell system, the same as that in the Granite, Shawmut and Ely mills. On the first floor there will be eighteen pairs of rollers capable of crushing enough wheat for 300 barrels of flour per day.

On the same floor, will also be four machines for packing the flour into barrels. In the basement there will be two Leffell water wheels for driving the rollers and other milling machinery and one wheel for driving the cleaning and packing machinery, making about 160 horse power in all. There will also be thirty sets of elevators and four "cyclones" for taking the dust from the cleaning machines. The mills will manufacture the new process flour. It is expected that the improvements will be completed by May 15th.

The Arcade Mills form one of the oldest milling plants in the city. Mr. Chase, the senior partner, is also interested in the big milling firm of Chase, Hibbard & Co. at Elmira, owners of the Elmira Rolling Mills.

THE ENTERPRISE.

MARION, N. Y., March 22, 1890.

We were favored with a pleasant call Thursday from Hon. McClintock, secretary of Chamber of commerce, Rochester. Mr. McClintock is a genial thoroughly practical man and well posted in public matters. He was a guest of J. S. Rich over Thursday night.

The Post-Express.

ROCHESTER, SATURDAY, MARCH 22.

A BUSY SECRETARY

MR. M'CLINTOCK'S WORK OF THE LAST FEW DAYS.

His Examination of Country Roads—Visit to Albany in Relation to the Rate of Interest, Water Storage, and the Myers Machine.

Secretary McClintock, of the Chamber of Commerce, returned last evening from an inspection of the country roads in the vicinity, including those of Wayne county. He says the roads in most places are muddy and in a generally bad condition, and the nearer they are to Rochester the worse they seem to be.

Mr. McClintock was asked by a POST-EXPRESS reporter about his visit to Albany in opposition to Senator Erwin's bill reducing the rate of interest to 5 per cent. Said he: "No one appeared before the committee in favor of the bill, and about thirty gentlemen, mostly bankers, opposed it. Mr. Rogers and I spoke against the measure, and filed with the committee a petition signed by 100 Rochester merchants, protesting against the passage of the measure."

Mr. McClintock, while at Albany, discussed with State Engineer Bogart some features of his forthcoming report on the Genesee river and water storage. The secretary also saw Engineer Brush, who will probably make the necessary soundings upon the sites selected for the proposed dam. Mr. Brush said that $2,500 would cover the cost of the examination.

Mr. McClintock also devoted some attention to Senator McNaughton's bill, providing for the introduction of the Myers voting machine. Said the secretary to the reporter: "Although the chamber has taken no action on this matter we are all interested in the object to be gained by the use of the machine and further than that the inventor, Mr. Myers, is a citizen of Rochester and the passage of the bill would ensure the erection of a large manufacturing establishment in Rochester. I did not speak in favor of the bill at the hearing because I was inclined to agree with the chairman of the committee on general laws, Senator Erwin, that it would be rather extraordinary to appropriate $750,000 for machines that have never been tried at an election in any single district, and that it would be better to amend the bill providing for the use of the machine in any place where the majority favored it."

"I also visited Cohoes," continued Mr. McClintock, "and saw William E. Thorne, the manager of the magnificent water power there, which is said to be the largest in the world. He is interested in the Rochester water storage scheme, because he is the sole trustee of the estate that owns the Rochester cotton mills. I obtained much valuable information."

Mr. McClintock attended a meeting of the Albany chamber of commerce. He said: "It is a young organization and the Albany newspapers, instead of encouraging it, as the Rochester press has done with us, have sneered at and criticised the body and have named impossible tasks for it and the members are dispirited."

RAILROAD NEWS.

Preparations for the Railway Conductors' Convention in May.

The convention of the order of railway conductors to be held here in May, commencing the 13th, promises to be one of the largest meetings and by far the most interesting railroad society event that ever took place in this vicinity. It is to be held under the auspices of Rochester division, No. 8, Order of railway conductors, and the committee of arrangements of that body is already busily engaged preparing for the convention. The business meetings are to be held in the City hall, and a public reception is to be held in the Lyceum, while the banquet is to be at the Powers hotel followed by a reception in the Powers art gallery, the owner of which has granted its use for the occasion. At the convention of the order last year in Denver there were 1,500 members and their families present, and it is expected that there will be 2,000 at the meeting in May.

J. C. Kalbfleisch has returned from a visit to Chicago which animated village he found convulsed over a railroad war and the magnitude of the task it has assumed in undertaking to run the world's fair. While in the city he was the guest of L. D. Heusner, whose patent railroad ticket is proving to be very valuable to railroad companies. It was used with great advantage by the Illinois Central for its Mardi Gras business and promises to prove a bonanza to its inventor.

When the veteran engineers of the Central go on the excursion to the Pacific coast their wives will accompany them.

The Railroad men's mutual benefit society of this city is an institution of which little or nothing has ever been said in the papers, but one of which its members are proud. It is composed exclusively of men who are employed on the Central railroad, and was organized February 26, 1882, and incorporated in the following March. Its purpose is to afford assistance to members in case of sickness and to provide a burial fund in case of death. The dues are only 50 cents a month, and the benefits are $5 a week for six months and $2.50 a week for the remainder of the year in case of sickness, and $50 on the death of a member or $25 on the death of his wife. It has paid out about $10,000 and is an exceedingly cheap mutual insurance company for the officers receive no salaries and the expenses are merely nominal. The officers this year are: President, William Wagner; vice-president, Arthur Keegan; treasurer, George Cummings; secretary, George Krapp; collector, George H. Cummings. The financial affairs of the society have been carried on so satisfactorily, that the only trouble arose from the treasurer showing more money to the credit of the organization than he was charged with.

Papers have been served in the matter of the application of the Rochester and Honeoye Valley railroad to acquire the land known as Crouch's island in this city. Notice has been given to Valentine F. Whitmore, John Rauber and William Vicinus, the Riverside rowing club, and the Monroe County savings bank, Hiram T. King and Hiram H. Edgerton, Lyman M. Otis, Abijah Weston, Orrin Weston and Wallace W. Weston, Lyman M. Otis and Charles H. Moody, composing the firm of Lyman M. Otis & Co., Norman H. Galusha, and the East Side savings bank of Rochester, George W. Crouch, George W. Crouch and Frank P. Crouch, composing the firm of George W. Crouch & Son, John Delitz, Thomas Hilliard, Morris Bortle, Samuel Stevens, George Fifer, Sandy Mann, S. Wallace Hagaman, George H. Powell and William J. Powell, composing the firm of George H. Powell & Son, Charles W. Voshall, Charles T. Crouch, and Nicholas B. Devereaux, William G. Bell, Jacob D. Bell, and Nathaniel Thompson, Frank P. Crouch, the Mutual Life insurance company of New York city, the Colombia banking, saving and loan association of the city of Rochester, and John A. Smith, Edward L. Thomas, the Silver lake ice company, the Warren-Scharf asphalt paving company and Arthur G. Yates, to appear at the special term Monday, March 31st., when three commissioners will be appointed to appraise the land. The petition is signed by Henry D. McNaughton as treasurer of the railroad company. McNaughton and Taylor are the attorneys.

People who are circulating the statement that some sleeping car companies arrange the gearing under their cars so that the air brakes cannot be fully applied, in order to save wear on the "shoes," forget that the cost of the shoes is not over five cents a pound and no one who reflects a little would suspect a corporation of trying to save in the wear of brake shoes and risk a collision that would cost $100,000.

All who go on the Northern Central excursion to Washington April 8th will have the privilege of returning home by way of Philadelphia and may stop over in that city or Baltimore.

CITY CLERK'S ACCOUNTS.

Petition for the Appointment of John Bower as Examiner.

The following petition explains itself:

We, the undersigned taxpayers of Rochester, earnestly request the common council to appoint John Bower as the expert under the resolution adopted at their last meeting to examine the city clerk's books. March 20, 1890: B. H. Clark, Jonas Jones, Henry Likly, Isaac Willis, Robert M. Myers, C. W. Babcock, George W. Carpenter, Samuel Sloan, Frank J. Amsden, J. W. Gillis, W. C. Dickinson, W. E. Hoyt, Fred. B. Chamberlain, A. Vogel, W. B. Sanger, F. B. Callister, J. R. Boone, R. G. Salter, Gustave Stritt, James H. Chamberlain, B. H. Babcock, D. W. Powers, A. H. Vredenburgh, C. A. Luce, James B. Lee, A. J. Bantz, S. O. Lines, S. S. Avery, J. M. and W. E. Miller, William N. Sage, R. Milliman, A. S. Mann, A. G. Springer, C. Henry Amsden, J. C. Patterson, B. S. Hert, F. M. Rood, R. F. Haywood, C. S. Hill, P. Grady, F. W. Little, Boyd & Diehl, S. A. McKenny, L. S. Ward, Charles H. Babcock, George W. Lathrop, W. J. Wilcox, Lewis Sunderlin, John Fahy, G. H. Davis & Co., H. C. Gordon, L. G. Wetmore, E. H. Scranton, A. C. Walker, G. H. Perkins, Henry G. Booth, General Henry Brinker, Charles A. Bruff, L. B. Morey, James P. Henry, L. A. Morrison, Charles P. Lee, John Hall, N. E. Stonehurn, Selden S. Brown, Willard G. Rich, J. B. Edmonds, George B. Smith, Thomas D. Wilkin, James M. Emens, M. C. Watters, W. H. Beach, W. D. Shuart, A. J. Warner, C. E. Manning, William Manning, A. C. Mill, A. E. Whitcomb, Fred A. Reynolds, M. Schoeneberg, Lewis J. Goddard, H. S. Hanford, J. G. Greene, W. H. Wood, Edward Angevine, [illegible] Putnam, William Johnston.

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R. G. Boyd, Horton Wilcox, R. D. Kellogg, W. J. Kewin, Dr. Charles Craig, S. D. Raynor, De Lancey Crittenden, William Sage, George W. Palmer, A. Winterroth, J. A. Burgess, L. S. Chapin, B. F. Martin, S. L. Brewster, John S. Ford, Wendell M. Smith, John R. Fanning, Charles Webb, Quincy Van Voorhis, Richard Van Voorhis, Charles H. Palmer, John W. Hannan, Louis Duempelmann, Milton A. Brown, Rudolph Vay, George W. Parshall, George King, William M. Bennett, Charles A. Keeler, Thomas Nolan, Thomas Harris, James S. W. Winn, R. L. Clark, Charles S. Williams, Charles A. Hone, E. H. Chapin, —— Morse, Henry T. Edson, George W. Elliott, John H. Hill, H. F. Seymour & Co., J. C. Barnard, Thomas Chester, C. F. Weaver, Joseph O'Connor, C. E. Flake, William Mudgett, E. I. Shackleton, A. M. Wilder, T. A. Newton, J. H. Adams, J. E. Newton, Alexander McWhorter, James G. Audrey, Henri Appy, W. C. Lewis, E. A. Frost, C. S. Ellis, George Darling, J. L. Luckey, George H. Brown, S. D. Lee, Robert S. Lewis, B. F. Freeman, E. H. Gray, John H. Rochester, L. E. Foster, James Terry, W. L. Page, G. R. Richards, A. McVean, Albert Beir, Edward Englehardt, A. J. Johnson, A. S. Schild, J. M. Demorest, George Weldon, J. W. Fry, George J. Knapp, William Perry, James Killorin, William H. Samson, W. R. Challice, D. M. Garson, James T. Clarke, Howlett Brothers, John Bamber, Imperial Chemical Co., W. P. Colvin, Jas. McCulloch, Henry Osgood, Albert Wayne, G. Herman & Co., John V. Lee, W. G. Reid, John B. Snyder, C. M. Garlock, W. T. McBay, S. D. Stone, M. E. Wolff, Ira L. Otis, C. C. Davison, C. C. Hicks, J. Frank Hill, W. I. Morse, H. P. Brewster, D. W. Hawley, F. S. Stebbins, A. W. Curtis, G. N. Storms, J. Lovecraft & Son, George Zimmerman, John F. Fox, George H. Hoyt, W. L. Doobin, W. J. Ashley, F. Ocumpaugh, H. S. Greenleaf, A. H. Weniger, the Clark & Knapp Paint and Oil company, limited, D. R. Clark, president, John G. Haap, Louis E. Bicker, P. T. Luitwieler, J. G. Luitwieler, W. D. Scofield, C. H. Carroll, P. R. McPhail, George C. Maurer, John H. Brewster, L. B. Eddy, De Witt C. Gibbons, M. Seyler, D. A. Wightman, James Marden, James Palmer, J. W. Cromer, Frank G. Newell, R. S. Kenyon, Anton Bach, George P. Draper, Frank Croston, S. H. Pearce, Samuel Stein, Adelbert Cronise, H. F. Atkinson, George H. Newell, and many others.

John Bower to Do the Work.

Alderman Thayer is authority for the statement that the finance committee of the common council will employ John Bower to investigate the city clerk's office when he is relieved at the city treasury April 18th.

WITHIN A MONTH

WORK ON PUTTING IN ELECTRIC CARS WILL BEGIN.

State Street Property Owners Making Trouble for the New Company—Consent of East Main Street Property Owners Obtained.

It is the intention [illegible] the street car company to begin w[illegible] upon putting in its electric motors with[illegible] month. Bids were opened last week for the electric appliances, including dynamos, motors, etc., and the executive committee is still figuring upon them. No conclusion has as yet been reached, but the contract will be let and signed early next week. There was a difference of nearly $100,000 between the highest and the lowest bid.

The company has not yet decided upon the location of its electrical depot. The Brush electric light people are very anxious to rent a portion of their power to the company, but it will be a matter of dollars and cents whether the company rents power or furnishes its own. It will cost more to furnish power from the Brush works to routes north of Main street than it will from some point nearer the center.

M. H. Briggs received a telegram from one of the Pittsburg magnates the other day asking if work on putting down poles and steel girder rails on the Lake avenue route could be commenced next week and Mr. Briggs promptly replied that it could not. It was the intention of the street car company managers to put its first electric route in operation on Lake avenue, but they have run upon an unexpected "snag." The property owners on State street to the railroad bridge have almost without exception refused to consent to the putting in of electric appliances in front of their premises. The street car people are becoming impatient at the delay and now threaten to run their cars across Vincent place bridge or along Central avenue and thence up St. Paul street where, they say, the people are crazy for electric cars. This would be a blow to the State street dealers, for it would land Lake avenue customers at the doors of East Main street competitors.

The company has agents all over the city canvassing for the consent of property owners. The consent of Ly[illegible] avenue and North St. Paul street property owners has already been obtained. The West Main street canvasser reports little trouble so far, but has not yet completed his labors.

The consent of property owners from the four corners to the Glen Haven depot has been obtained and if the State street men hold out much longer this route will be the first one upon which work will be commenced. The company is resolved to keep its cars running in some way or other while the change is being effected and contractors are now making estimates on night work. That is to say, if the plan proves feasible a gang of men will begin work at 10.30 p. m. and continue its labors until 6.30 a. m.

It is more than probable that the East Main street route will be continued along West avenue making one direct line from the east side of the city to its western limit

ROCHESTER MORNING HERALD

MARCH 24, 1890.

THEY WANT FREE HIDES.

Meeting of Leather Men to Protest Against the Tariff Bill.

About twenty boot and shoe manufacturers and others engaged in making leather goods met at the chamber of commerce on Saturday evening to enter a protest against the proposed duty on raw hides and skins provided for in the McKinley bill now before the ways and means committee at Washington. The meeting began shortly after eight o'clock. L. P. Ross was chosen chairman on motion of D. M. Hough.

A. H. Wheeler was chosen secretary. He read the following resolutions, which were adopted after a general discussion:

Whereas, We understand that in the bill for the revision of the tariff now about to be introduced in the house of representatives by the committee on ways and means, the following provision occurs: "Hides, raw or unused, whether dry, salted or pickled, and other skins except sheepskins with the wool on, one and a half cents a pound; provided that there shall be allowed on leather manufactured of imported hides on which a duty has been paid, when exported, a drawback equal in amount to the duty paid on such hides, to be ascertained under such regulations as the secretary of the treasury may prescribe."

Whereas, It has been the policy of the country for 18 years to admit such imported hides free.

Whereas, Every species of manufacture in this country and more especially in this city into which leather has entered as the raw material, has prospered greatly during that period; therefore,

Resolved, That we, the manufacturers of Rochester, of every branch making use of leather as a raw material, protest against the levying of the proposed duty of one and one half cents a pound on imported hides.

Resolved, That we enter this protest regardless of party affiliation and without committing ourselves to any expression of opinion as to the policy of protection in general; and that we request the representative of this district in congress to use his utmost to endeavor to retain imported hides on the free list.

D. M. Hough said the proposed duty was a direct blow to one of Rochester's largest interests. It meant an increase in the price of certain kinds of leather. A letter was read from Patrick Cox in which he said the tax would be a great outrage on the people. Mr. Hough thought the duty would not benefit the farmers. The increase in the price of hides would not pay the increased cost of shoes and harness, he said. E. T. Curtis said the consumers were the ones most deeply interested. They would have to pay the advance in the end. Workingmen were also interested because a reduction of wages might be necessary to offset the duty. Mr. Curtis believed that the cost of some varieties of coarser shoes would be increased 30 or 40 per cent. L. P. Ross thought the tax might be a good thing if it would stimulate the production of hides. He saw no use in taxing goat skins, however. They could not be raised in this country. The chairman was directed to appoint, if necessary, a committee to obtain signers among Rochester leather men to a remonstrance against the tax.

—The Independent Political Labor league has sent communications to Senator McNaughton and Assemblyman Courtney, asking them to support the bill reducing the legal rate of interest in this state to 5 per cent.; also requesting the Rochester representatives to oppose the repeal of the act making $2 the pay for a day's work on the canal.

—The Ladies' Aid society of the First

Democrat and Chronicle

MARCH 24. 1890.

THE DRUM ECCLESIASTIC

Sounds an Alarm to the Citizens of Rochester.

CITY AFFAIRS CRITICIZED

In a Scathing Discourse Delivered by the Pastor of the Brick Church Yesterday Morning—Some Very Plain Language.

Rev. W. R. Taylor, pastor of the Brick Church, preached yesterday morning to a congregation that completely filled the church, a sermon on the present state of the municipal affairs of Rochester. He took for his texts two passages of Scripture, as follows:

Righteousness exalteth a nation; but sin is a reproach to any people. Proverbs xiv., 34.

Keeping mercy for thousands, forgiving iniquity and transgression and sin, and that will by no means clear the guilty. Exodus xxxiv., 7.

The introductory part of the sermon was a demonstration of the scientific as well as religious truth of the statement that righteousness not only carries its own reward with it but is also a condition of survival, an explanation of God's principle in governing His intelligent creatures as set forth in the second text, and a suggestion that the nearer moral methods of government approached the method of God the more nearly perfect they would be. Then the preacher proceeded to the specific application of his general remarks in words substantially as follows:

"The present condition of the municipal [illegible] to [illegible] the [illegible] of [illegible] to the fundamental principles of good government but to excite their fears. Our city treasurer is a defaulter for a large amount. Implicated with him in his fall are other city officials and employes [illegible]. Perhaps in [illegible] his bondsmen are contesting the city's claim against them. Our city attorney and our Common Council are banded together to conceal from the public information to which the public is fully entitled, excusing their action by alleging nonsensical reasons for it which no one believes to be the true ones and thus increasing the general suspicion of universal rottenness.

"Let us look at these matters just as they stand. Let us be just, but let us also be merciful. We must, in fairness, discriminate. All whose names are on that suppressed list are not alike guilty, and some of them are not 'guilty' at all. For instance the city attorney is on that list for a small amount. It is made up of moneys paid witnesses for their fees and mileage. It was needed at once, and the city attorney either had to get it from the city treasury or pay it out of his own pocket, which the city had no right to ask him to do. The money was paid out for city uses as soon as it was drawn from the city. The moral culpability of the city attorney was very small, if in fact there was any moral culpability in his acts at all. But it was a loose way of doing business. It was one of those irregularities that open the doors to dishonesty, and that ought to be rendered inexcusable by proper legislation. Amid the great mass of legislation, most of it useless, passed every year by our state legislature, there ought to be room for a law correcting this abuse, by giving the city attorney a petty cash account, for instance.

"Nor do I find any great degree of moral culpability in the acts of some of the city employes who obtained advances of salary. I recognize it as a grave irregularity, but in their cases we should exercise the utmost charity. Such accidents as death and sickness place men of small means in sudden straits that often cannot be provided for beforehand by any degree of care and prudence. There is not a reputable business house in the city that would not grant a trusted and faithful employe such a favor in such circumstances. I believe the public would heartily favor some provision of law by which the lower salaried employes of the city should be allowed to be paid advances of their salaries on proper proof of need and on proper orders on the city treasury. Higher salaried officials should never need such accommodation and it is a disgrace to them to ask for it.

"As to the delinquent taxpayers who received favors from our most accommodating city treasurer, it is possible that they had no guilty intent when they saved themselves interest at the expense of their fellow taxpayers. When they made their private arrangements with the city treasurer their acts probably did not appear to them in the same light as they do now, after they have been found out. But their conduct does not speak well for their moral thoughtfulness. They must have known that the law was not made to bear unequally on different persons; that the city treasurer was granting them a favor he had no right to grant; that the city treasury was being defrauded. If they did not know these things they should have known them. They can see now that the city treasurer, by whose connivance they defrauded the city, was necessarily a forsworn, faithless and corrupt official, whose guilt they shared and do now share. Theirs is a case of aggravated moral thoughtlessness, not so bad as criminal intent, but bad enough.

"In regard to the course taken by the bondsmen in defending the city's claim against them, there is room for wide difference of opinion. If one of their number has sought to escape from his share of their joint obligation we can hardly blame them for seeking legal redress. And remembering the expressed view of the city attorney that the list he so sedulously hides contains evidence that would be of advantage to the bondsmen, we can hardly expect them to do anything else but defend the claim. The simple meaning of the city attorney's statement is that he is in possession of certain facts that really render the bondsmen liable for a less amount than that which he, knowing that the city is not entitled to it, is unjustly endeavoring to collect from them. That evidence should be given to the bondsmen. Of all people in the city it most properly belongs to them. The one thing against the bondsmen is that they do not come out frankly and say, 'we do not believe we owe the city what is claimed in the suit, but when after a full and fair statement the amount we do owe is fixed by a proper tribunal, we will pay every cent of.' They have not said this, and just so long as they do not say it they are blamable for their course in refusing to pay the amount demanded, in full and at once.

"But now we have disposed of all the white sheep and the grey sheep of this interesting flock, and all the rest of them are jet black. The private citizens who borrowed money from the city treasurer, as if he were their private banker, on notes and checks—all these gentlemen, if gentlemen they can be called—are as deep in the mud as the city treasurer is in the mire. They are unfortunately out of the reach of the law, but their names are on that list, and that list should be published if only that these men might be publicly pilloried and receive some small part of the punishment they deserve.

"And now to speak of the city treasurer. I take him by himself, because he is a type of a class. I don't want to hit a man when he is down. I would be the last man to do that, but I doubt whether this man is down to stay down. I have failed to find the first excuse for that man's crime. In his case there can be no plea of poorly paid service in a position of trust, such as is often urged in behalf of defaulting bank officers—he was the highest-salaried official in the city; no one claims that he yielded to any sudden stress of temptation—repeatedly, continuously through a long series of years he stole from the city. If ever a man was deliberately unfaithful to a trust he was that man. The only excuse that I have heard urged for him is that he was such a generous [illegible] it is wonderful how far these qualities go with Americans. Their influence was never shown more strongly than it was in the way he was treated when his defalcation was discovered. It almost seemed as if the Irishman's request to the artillerist to 'touch the gun off easy' was to be practically complied with. Almost immediately a subscription paper for the purpose of raising money to pay up the amount of the deficit over and above the amount secured by his bond, so that he might go unpunished, was circulated among and signed by reputable and honest men.

"Is it not high-time that this Esau-like type of character, generous, free-handed, reckless, was shown up in its true light?

"There is nothing the average American hates so much as meanness. Such men as this are popular because they are supposed to be the opposite of mean. But how false the inference. The only reason this man was not called mean was that his meanness was so great that men could not recognize it by that name. If a man who cheats at a game of cards is mean, how much meaner is he who stands at the treasury of a great city cheating every minute? If a man who deceives and defrauds a friend and neighbor in a small transaction is mean, how much meaner is he who deceives and defrauds all his friends and neighbors? They say he was generous because he gave up so much money to and for his associates. If he spent every cent he stole on his associates, I say so much the greater his selfishness. His greatest pleasure lay in the society of these men, and his political strength depended on his keeping them about him. It was the very sublimity of selfishness to lay a whole city under contribution only that he might gratify his personal tastes, and preserve his personal power.

"So I maintain for the sake of righteousness and mercy, that justice should be done to this man. I know the misery of his position; it has been my lot before now to minister to a convicted defaulter; I know that his cell is a corner of hell; that the Valley of the Shadow of Death is bright compared to his home, but I ask for the largest mercy to the largest number. Every crime like this should be branded in mercy to the young men of the land. The way this man has been treated since his detection seems to show that the public holds betrayal of great trusts less despicable than petty thieving. In mercy to the ignorant, the young, the inexperienced, in mercy to the future of your city and your country, people of Rochester, see that your demand for justice on this man is so plain, so loud and so persistent that it cannot be misunderstood nor pass unheeded.

"But let him not be a solitary scape-goat, bearing all the sins of the municipality into the wilderness of forgetfulness. There is a conviction not yet founded on any evidence that would be of value in a court of law, but wide-spread and deep-rooted, that our City Hall has become a nest of unclean birds; that we are misgoverned by men who bear the honored party names of Republicans and Democrats, but who are neither, being simply spoilsmen, the political differences between whom are the differences between Pilate and Herod, and always disappear in friendly concord when a populace is to be cajoled and a reformer crucified.

"How have they behaved toward the city treasurer? Have they treated him as honest men would treat a former associate whom they had discovered to be rogue? No. They have been hand in glove with him. They have sympathized with him as a brother in affliction, feeling that his lot might soon be theirs. Can they blame the people for believing that many of them knew of what was going on in the city treasury and that not a few of them benefited by it?

"See how we are misgoverned! The liquor interest is triumphant over law and decency, our streets are a disgrace to us, our taxes are high, our debt increasing, and bad as affairs are in official circles, outside of them our municipal politics are in even worse condition.

"Our political assemblies remind me of a party once given by a man of decidedly bad character who had made a fortune by notoriously infamous means. He had given a large ball already, and invited respectable people, who all stayed away. Then he was angry and gave another entertainment to which he invited a different set. He described it to one whom he invited, exultantly saying: 'There won't be a decent man there. You'll come, won't you?'

"Now, my friends, we will never do anything to secure decent government until we realize of what wide-spread importance this subject is. Ours is not an isolated case of a non-epidemic disease. It is simply the breaking up of one sore on a thoroughly corrupt body politic. The misgovernment of our large cities has long been a reproach to us, and the question of municipal government is a question that involves the future of the republic. Disraeli used to rise in his place in the House of Lords and pointing his jeweled finger across the Atlantic defy anyone to show him a well-governed city there. Mr. Bryce, a man thoroughly friendly to us, says that the government of our cities is the one conspicuous failure of the United States. It seems an inevitable law that as soon as a city gets a population of over 100,000 it must be governed by a ring. One powerful reason for this, and one powerful cause of corruption, is the mingling of national politics with municipal affairs. Of what possible moment is it whether a municipal officer is a Republican or a Democrat? Of what possible moment is it what are his views on the tariff, or the fisheries, or a reciprocity with Canada? We want in these positions simply honest and capable men. But you may say, 'it largely affects the patronage of the party though.' That's a politician's answer. You can take your stand there if you want to but you'll never get decent municipal government on any such basis. When a man starts a dry goods business, he doesn't look after the interests of the trade at large first, and the interests of his own store afterward.

"But to return to our own affairs at this juncture, and to consider what is our present [illegible] [illegible] that a public teacher has to [illegible] people to be more excited, but I maintain that it is our duty to be excited now. We want a moral heat so fierce that all this corruption will wither and shrivel before it from the face of the earth. We want more practical interest in our politics. We have the control in our hands if we will but close them upon it. We hear much of the 'labor vote,' the 'Granger vote,' the 'German vote,' the 'Irish vote,' but all of them put together do not equal and have not the power of the 'stay at home vote.' We should be at the polls and at the primaries. We want organization. Let us have that first and now. Let us insist on having that list! Let us have that Senate committee here! Let the reputable citizens get hold of our municipal affairs and keep hold of them.

"All over the land it has gone forth that the men we have put in high places have betrayed and disgraced us; that we are ring-ruled and prefer to be so rather than take a little trouble. Is this true? Are we willing to have over us as our rulers a set of men who ought to be—elsewhere than where they are? I have no doubt as to what your answer will be to that question."

FURTHER INVESTIGATION.

The Probabilities of the Fassett Committee Coming to Rochester.

It was stated yesterday that the statement made publicly that City Treasurer Fleckenstein would not take possession of his office until a week from April 1st was incorrect. The probabilities are that he will take the office on April 1st, having arranged to do so in a conversation with John Bower and Alderman Thayer.

It was pretty generally rumored yesterday that John A. Davis would be called upon to plead to-day, but the rumor could not be traced to any source direct enough to warrant its publication as a fact.

The movement toward bringing the Senate committee on cities here to investigate the municipal affairs of Rochester is taking very definite shape. A number of prominent citizens have taken the matter up, and it is very probable that the executive committe of the Chamber of Commerce at its meeting this afternoon will take definite action in regard to furnishing Senator Fassett with the material that would indicate the need of an examination and having the committee specially requested by the Chamber of Commerce, as a body of representative citizens, to come to Rochester and investigate its municipal affairs.

John Bower was asked last night what he thought of having the Fassett committee here. He said he thought it advisable and necessary that they should come here. He said there were at least $40,000 of the money taken by John A. Davis from the city treasury of which no trace could be found. It was very essential to know what he had done with this money, to whom and for what he had paid it. Unless the Fassett committee came here to make an investigation no one ever would know what had become of that money. Mr. Davis would undoubtedly plead guilty and that would close all legal means of inquiry.

If the Fassett committee does come here Judge George F. Danforth will probably represent the interests of the taxpayers during the investigation.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., MARCH. 22, 1890.

IMPORTANT TARIFF MEETING AT THE CHAMBER OF COMMERCE TO-NIGHT.

At 7:30 o'clock this evening a meeting of shoe manufacturers, harness makers, and all others engaged in industries that require the use of leather, will meet in the Chamber of Commerce to consider what action shall be taken against the tariff revision bill proposed by the ways and means committee of the House of Representatives.

That bi[illegible] [illegible] an increase in the tariff tax on the raw material of leather to the end of increasing the cost of its wear in every form to the people, and thus enriching at the cost of the people the millionaire slaughterers of cattle at Chicago and other points, and the ranchmen of the western wilds who have destroyed the cattle raising industry of the farmers of civilized communities.

Let the "leather men" get together and speak to Congress in tones not to be misunderstood.

The whole tariff revision scheme as given out from the committee of ways and means aims at making a reduction of $60,000,000 a year in the surplus by such jugglery as will either shut out largely, or wholly prohibit, present importations that affect the favored or "protected" classes, thus handing over the $60,000,000 surplus now taken from the people's pockets, to the favored or "protected" tills that are already full of unfried fat.

The scheme, in other words, is to reduce the treasury surplus $60,000,000 by increasing the burdens of the people $60,000,000 and adding $60,000,000 to the profits of the favored or "protected" classes.

IN FAVOR OF JOHN BOWER.

The Matter of the Examination of the City Clerk's Books.

Following is a copy of the petition in F. J. Amsden's office in the matter of the examination of the City Clerk's books:

We, the undersigned taxpayers of Rochester, earnestly request the Common Council to appoint Mr. John Bower as the expert, under the resolution adopted at their last meeting, to examine the City Clerk's books March 20, 1890.

B. H. Clark,	Saml. Sloan,
Jonas Jones,	Frank J. Amsden,
Henry Likly,	J. W. Gillis,
Isaac Willis,	W. C. Dickinson,
Robt. W. Myers,	W. E. Hoyt,
C. W. Babcock,	Fred B. Chamberlain,
Geo. W. Carpenter,	H. F. Hapwood,
A. Vogel,	C. S. Hill,
W. H. Sanger,	P. Grany,
F. B. Callister,	F. W. Little,
J. R. Boone,	Boyd Diehl,
R. G. Salter,	S. A. McKenny,
Gustave Stritt,	L. S. Ward,
James H. Chamberlain,	Chas. H. Babcock,
H. H. Babcock,	Geo. W. Lathrop,
D. W. Powers,	W. J. Wilcox,
E. H. Vredenburgh,	Lewis Sunderlin,
C. A. Luce,	John Fahy,
Jas. B. Lee,	E. H. Davis & Co.,
A. J. Banta,	H. C. Gorton,
S. G. Lines,	L. G. Wetmore,
S. S. Avery,	E. H. Scrantom,
J. M. & W. E. Miller,	A. C. Walker,
William N. Sage,	G. H. Perkins,
R. Millman,	Henry G. Booth,
A. S. Mann,	Gen. Henry Brinker,
A. G. Springer,	Chas. A. Bruff,
C. Henry Amsden,	L. H. Morey,
J. C. Patterson,	James P. Henry,
B. S. Hert,	L. A. Morrison,
F. M. Rood,	C. E. Manning,
Carles P. Lee,	Wm. Manning,
John Hall,	A. C. Mill,
N. E. Stoneburn,	A. E. Whitcomb,
Selden S. Brown,	Fred. A. Reynolds,
Willard G. Rich,	M. Schoenberg,
J. B. Edmonds,	Lewis J. Goddard,
Geo. B. Smith,	H. S. Hanford,
Thos. D. Wilkin,	J. G. Greene,
Jas. M. Emens,	W. H. Wood,
M. C. Watters,	Edward Angevine,
W. H. Beach,	N. S. Fullam,
W. D. Stuart,	Wm. Johnson,
A. J. Warner,	Chas. Webb,
R. G. Boyd,	Quincy Van Voorhis,
Horton Wilcox,	Richard Van Voorhis,
R. D. Kellogg,	Charles H. Palmer,
W. J. Kewin,	John W. Hannan,
Dr. Charles Craig,	Louis C. Duempelmann,
S. D. Raynor,	Milton A. Brown,
De Lancey Crittenden,	Rudolph Vay,
William Sage,	George W. Palmer,
A. Winterroth,	George W. Parshall,
J. A. Burgess,	George King,
L. S. Chapin,	Wm. M. Bennett,
B. F. Martin,	Chas. A. Keeler,
S. L. Brewster,	Thomas Nolan,
J. S. Ford,	Thomas Harris,
Wendell M. Smith,	James S. Winn,
John R. Fanning,	R. L. Clarke,
Chas. M. Williams,	Chas. A. Hone,
E. H. Chapin,	—— Morse,
Henry T. Edson,	Geo. W. Elliott,
John H. Hill,	H. F. Seymour & Co.,
J. C. Barnard,	Thos. Chester,
C. F. Weaver,	Joseph O'Connor,
C. E. Flake,	Wm. Mudgett,
E. I. Shackleton,	A. M. Wilder,
T. A. Newton,	J. H. Adams,
J. E. Newton,	Alex. McWhorter,
Jas. G. Audrey,	Henri Appy,
W. C. Lewis,	E. A. Frost,
C. S. Ellis,	Geo. Darling,
J. L. Luckey,	Geo. H. Brown,
S. [illegible] Lee,	Robert S. Lewis,
F. [illegible] Freeman,	E. H. Gray,
[illegible] H. Rochester,	L. E. Foster,
Jas. Terry,	W. L. Page,
G. R. Richards,	J. W.,
A. McVean,	Albert Beir,
E. H.,	Edward Englehardt,
A. J. Johnson,	A. S. Schild,
J. M. Demarest,	Geo. Weldon,
J. W. Fry,	George J. Knapp,
Wm. Perry,	Jas. Killorin,
Wm. H. Samson,	W. R. Challice,
D. M. Garson,	James T. Clarke,
Howlett Bros.,	John Bamber,
Imperial Chemical Co.,	W. P. Colvin,
Jas. McCulloch,	Henry Osgood,
Albert Wayne,	M. E. Wolff,
G. Herman,	Ira L. Otis,
John V. Lee,	C. C. Davison,
W. G. Reid,	C. C. Hicks,
John B. Snyder,	J. Frank Hill,
C. M. Garlock,	W. I. Morse,
W. T. McBay,	H. P. Brewster,
S. D. Stone,	D. W. Hawley,
F. S. Stebbins,	F. Ocumpaugh,
A. W. Curtis,	H. S. Greenleaf,
G. N. Storms,	A. H. Weniger,
J. Lovecraft & Son,	The Clark & Knapp Paint and Oil Company, limited, D. R. Clark, president,
George Zimmerman,	
John G. Haap,	
Louis E. Bicker,	
John F. Fox,	P. T. Luitwieler,
Geo. H. Hoyt,	J. G. Luitwieler,
W. L. Dobbin,	W. D. Scofield,
W. J. Ashley,	C. H. Carroll,
P. R. McPhail,	R. S. Kenyon,
George C. Maurer,	Anton Bach,
John H. Brewster,	George P. Draper,
L. B. Eddy,	Frank Croston,
DeWitt C. Gibbons,	S. H. Pearce,
M. Seyler,	Samuel Stein,
D. A. Wightman,	Adelbert Cronise,
James Marden,	H. F. Atkinson,
James Palmer,	George H. Newell,
J. W. Cromer,	M[illegible],
Frank G. Newell,	Chase Bros.' Co.,
Fred E. Drake,	D. [illegible] Sully,
Henry Reinhard,	J. H. [illegible],
M. E. Solomon,	Patrick [illegible],
F. P. Fenner,	G. F. Kl[illegible],
Rob't. Cartwright,	Fred P. Stallman,
O. F. Kingdon,	Edward F. Gundlach,
Burton F. Blair,	Howard A. Barrows,
Homer H. Bowell,	R. Hendricks,
John H. Jefferis,	E. Griffin,
Eugene H. Satterlee,	Porter Farley,
C. W.,	C. H. Webster,
J. W. Cromer,	Thos. Kelley,
Selden Page,	F. W. Elwood,
J. A. Hinds & Co.,	Edwin
D. C. Rumsey,	R. H. Dewey,
James Brackett,	P. McFarland,
G. E. Gelskie,	George G. Clarkson,
George M. Elwood,	Thomas Ellwood,
Henry L. Fish,	F. R. Plummer,
Alfred Elwood,	J. M. Raufeisen,
C. C. Meyer,	W. H. H. Rogers,
H. W. Wilcox,	William Carson,
John Luther,	Thomas W. Finucane,
J. P. Montgomery,	Barr & Creelman,
F. F. Edgerton,	E. J. Scofield,
Franklin Miles,	Chas. H. Carson,
F. C. Seitz,	R. Williamson,
W. H. Vicinus,	W. H. Jones,
E. R. Busby & Co.,	T. M. Busby,
Levi L. Loebs,	Daniel Loebs,
Jno. C. Berthelf,	John M.,
W. Stuart Smith, Jr.,	C. H. Haskin,
	Simon Adler.

Important Meeting To-night.

Shoe manufacturers, leather dealers, harness makers, and all interested in the manufacture and uses of leather, are requested to meet at the Chamber of Commerce rooms this (Saturday) evening at 7:30 o'clock for the purpose of protesting against the proposed amendment to the Tariff bill, placing a duty of one and one-half cents per pound on all imported hides.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Post-Express.
ROCHESTER, MONDAY, MARCH 24.

CHARTER AMENDMENTS.

Synopsis of the Changes Proposed by the Council Committee.

The amendments to the city charter are now before the legislature and will be considered as soon as they can be reached in the regular order of business. The important changes are as follows:

The members of the board of health are to hold office until their successors are appointed and qualified, and are given power "to direct the location of all slaughter houses, tallow chandler shops, butcher stalls, soap factories, tanneries, stables, privies, hog pens, sewers or other offensive or unwholesome houses or places within said city," and to compel the owners or occupants of any such place to keep them in a sanitary condition.

Any appointive officer may be removed by the common council for official misconduct.

The maximum license fee for shows of every kind is fixed at $75 for a single performance, or $500 per year.

The common council is given power "to regulate the opening of street surfaces and connections with sewers and the laying of gas, water pipes and mains and sewer connections, to prevent any injury to public and private property and premises;" to regulate the exhibition and distribution of hand bills and advertisements; to require the removal of all nuisances or substances likely to become such; to regulate driving or riding on the streets, avenues or parks; to compel property owners or occupants to keep the sidewalks clear from ice; to prohibit the erection or maintenance of barbed wire fences within the city limits; to regulate auction sales and fix the license fee for such sales at a sum not exceeding $150 per year; to prohibit the ringing of bells; to fix the fees for hucksters; giving the milk and meat inspector power to inspect vegetables, fruit, fish, poultry, food and provisions of all kinds; to require all public carts, carriages or vehicles to be marked in such manner as the council may designate; to license stationary engineers, and to appoint persons to examine applicants for license.

If an ordinance resolution or act adopted by the common council shall consist of more than one item, any item may be vetoed and the other or others approved.

The council may issue bonds running not more than ten years to pay for improvements assessed on the city at large.

The Municipal court is given jurisdiction in cases involving amounts not exceeding $1,000 except in actions brought to enforce mechanics' liens when the limit is $500.

When property is sold the vendor must file a duplicate map thereof with the city assessors.

When the expense of a local improvement exceeds $10,000 the contractor may secure one-third in cash and the balance in the city's notes for one, two, three and four years with interest.

The common council is given power to compel the erection of fire arches on all buildings more than three stories in height occupied above the first floor by more than three families or used as a hotel, lodging house or boarding house having more than fifteen rooms or used or occupied as a factory, mill, office building, manufactory or workshop, hospital, asylum or institution for the care or treatment of invalids or school building, and to cause such fire-escapes to be kept free from incumbrance.

The police justice is given jurisdiction "in any suit brought for a penalty or forfeiture" for a violation of a city ordinance.

Persons who threaten to abandon their families are declared to be "disorderly persons" and may be punished as such. Bonds given in such cases for the support of families may be enforced by successive suits brought by the overseer of the poor for the sum due each week if unpaid.

Aldermen when designated by the mayor are given the same powers as the police justice when the latter is absent from the city or unable to act.

There are other amendments relative to procedure in legal proceedings to collect unpaid taxes, to acquire property by commission, and in other cases in which the city is a party.

City Attorney Ernst's Reply.

City Attorney Ernst was not disposed to say much when approached by a POST-EXPRESS reporter this morning, in relation to the attack upon him by the Rev. W. R. Taylor in the latter's sermon upon municipal affairs yesterday morning. "We are inclined to think," said he, "that it would be better not to publish that list of advances, as I have often said, for the reason that such action might jeopardize the interests of the city. Of course the liability of the bondsmen for the full amount has been established in our minds. A question has been raised, however, about their liability and we want to take no chances by publishing that list. I think it is in bad taste, especially for clergymen, to impugn the motives of the law department of the city in the matter. We wish only to protect the city's interests."

Two Hundred on the List.

John Bower says that there are 200 names on the list of advances made by ex-City Treasurer Davis to officials and others.

Platt Street Bridge.

The executive board this morning advertised for bids for the construction of Platt street bridge.

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., MONDAY, MARCH 24, 1890.

OFFICIAL PAPER OF THE CITY.

SUBSCRIPTION RATES.

One Year	$6.00
Six Months	3.00
Three Months	1.50
One Month	50
One Week	12
Weekly, per year	1.00

Subscriptions to the UNION & ADVERTISER may be made through the Purchasing Department of the American Express Company at any place where that company has an agency. Agents will give a money order receipt for subscriptions and will forward the money order attached to an order to send the paper for any stated time, free of any charge, except the usual fee for issuing the order.

SAVINGS BANKS DEPOSITORS AND THE FIVE PER CENT. INTEREST BILL.

The annual report of the Superintendent of the State Banking Department, submitted to the Legislature on Friday last by Superintendent Preston, shows that the aggregate resources of the 119 savings banks in active operation was $544,027,526, and the total amount due depositors $550,086,657, showing an increase in resources during the year of $29,037,730, and an increase in amount due depositors during the same period of $23,389,142. The number of depositors or open accounts was 1,420,997; at the beginning of the previous year it was 1,362,852, which shows an increase of 58,145 during the last year. The increase of surplus on estimated market values during the year amounts to $2,592,709, and on par values $8,879,797. The total amount of dividends or interest credited during the year was $18,297,998, being an increase over the preceding year of $902,079.

These statistics are of importance in their bearing upon the proposition of Senator Erwin's bill that the legal rate of interest be reduced from six to five per cent. The number of depositors, or open accounts, on the first day of January last, 1,420,997, shows that nearly one in every four of the population of the state has savings at interest in the banks. When the legal rate was seven per cent., as it had been for a long period up to a few years ago when it was reduced to six, depositors in the savings banks were allowed five per cent. When the reduction of the legal rate to six took place, they were cut down to four. And the effect of Senator Erwin's bill would be to reduce them to three. We believe it is a settled rule that savings banks must have freedom of two per cent. between the legal rate and the rate paid by them to depositors. The consequence of the passage of Senator Erwin's bill, therefore, to the quarter of the population who are saving banks depositors, would be a reduction of one quarter in the earnings of their savings, or an annual aggregate, on last year's figures, of $4,574,500; while, on the other hand, it would in the present situation of affairs ensure no advantage to borrowers on bond and mortgage for whose benefit the reduction in the legal rate is proposed, because for a long time past they have obtained and can now obtain loans, if their security in real property be good, at five per cent.

The following table shows the legal rate of interest in the various states and territories of the Union:

States and Territories.	Legal rate, per ct.	States and Territories.	Legal rate, per ct.
Alabama	8	Missouri	6
Arkansas	6	Montana	10
Arizona	7	Nebraska	7
California	7	Nevada	7
Colorado	8	New Hampshire	6
Connecticut	6	New Jersey	6
Dakota	7	New Mexico	6
Delaware	6	New York	6
Dist. of Columbia	6	North Carolina	6
Florida	8	Ohio	6
Georgia	7	Oregon	8
Idaho	10	Pensylvania	6
Illinois	8	Rhode Island	6
Indiana	6	South Carolina	7
Iowa	6	Tennessee	6
Kansas	6	Texas	8
Kentucky	6	Utah	10
Louisiana	6	Vermont	6
Maine	6	Virginia	6
Maryland	6	Washington	10
Massachusetts	6	West Virginia	6
Michigan	7	Wisconsin	7
Minnesota	7	Wyoming	12
Mississippi	6		

This table makes all the argument that is necessary to be made to show that a reduction of the interest rate to five per cent. would mean the driving away from the state of all loaning capital that could find security and higher rates elsewhere.

We acknowledge with pleasure the invitation from the Amesbury (Mass.) Board of Trade to attend its reception and banquet on the 26th inst. in honor of the representatives of the carriage industry. This event makes the second annual carriage opening and celebrates the prosperity brought to Amesbury by its principal industry. These business receptions and banquets are a graceful bit of local enterprise and bespeak a healthful condition of the commercial mind. We might have more of them with great gain to all interested.

QUESTIONS AS TO WAGES

NEXT WEEK AN IMPORTANT ONE IN THE BUILDING TRADES.

Requests of Employees for Changes in Hours of Labor and Amount of Pay—Probability That Most of the Issues Will be Satisfactorily Settled.

April 1st is an important date to men engaged in the building trades. It is the day fixed upon by the employees for carrying into effect changes decided on for the coming season. It is learned that prospects are favorable for the continuance of harmonious relations between the employers and employees. There may be some difficulties, but the general opinion is that they will not be serious nor of long duration. The nine hour rule is now generally in force in the various branches of the building trades, and in this city there will probably be no attempt to get down to eight hours before next year.

The Building Trades Council has requested a conference with the master painters, plumbers and carpenter contractors with a view to arranging the scale of wages for the coming year. The employers have not as yet taken any steps toward granting this request. A meeting will probably be called soon, however, at the rooms of the Builders' Exchange in Wilder's Arcade.

The Laborers' Assembly has asked that on April 1st their pay be raised to $1.75 per day of nine hours. Last year they were paid 17½ cents an hour, the helpers for masons working nine hours and those doing separate labor working ten hours. For the coming season the men ask a nine-hour rule for all. A contractor, who was spoken to this morning, said the amount of wages would be regulated by the law of supply and demand, and in his opinion the Laborers' Union in this city would not be able to affect prices, as plenty of labor may be secured from abroad. The contractors have not yet held any meeting to consider the demands of the laborers, he said.

Some time ago the Tin, Sheet Iron, Cornice Workers and Slaters' Union, served a notice on their employers that on April 1st they proposed to establish the nine hour system with no decrease in pay. This organization is not so old as most of the others in the building trades and has not previously made any attempt to reduce the hours of labor. The employers have no organization and have not yet had a meeting. On Saturday, however, preliminary steps were taken by W. J. Brayer, and as a consequence the employers will probably hold a conference this week. No trouble is anticipated, as it is believed all questions will be amicably settled.

The Lathers' Union has proposed to the bosses the following terms, to take effect April 1st: Yard system in place of the bunch; 3 cents per yard, adding half of openings to measurement. It is believed that in this instance also satisfactory arrangements will be made without recourse to a strike or lockout.

Last year most of the carpenters worked nine hours, receiving pay by the day. Some of the contractors, however, paid their men by the hour, allowing them to work nine or ten hours, as they pleased. They have not yet notified their employers as to their plans for the coming season. The masons, as was announced some time ago, have come to a satisfactory understanding with their employers on the basis of a nine-hour day, the same as last year, and with a slight increase in pay.

The Sash, Door and Blind Makers have adopted nine-hour resolutions, to go into effect May 1st. These resolutions call for the same pay as they have heretofore been receiving for ten hours.

The Charter Amendments.

City Attorney Ernst returned Saturday evening from Albany. He is hopeful that the charter amendments will pass this year. The amendments include those prepared last year and which failed to receive legislative sanction at that time.

Democrat and Chronicle
MARCH 25, 1890.

THE WATER SUPPLY.

The Joint Committee Recommends Both Metering and Another Conduit.

A meeting of the joint water supply committee of the Common Council and the Chamber of Commerce was held at the city clerk's office yesterday afternoon. There were present, of the Common Council, aldermen Kohlmetz, Salz, Swikehard, Hall, McMillan, Sullivan, Schroth and Williams; of the Chamber of Commerce, Messrs. Kimball, Gorsline, Booth, Rogers and Cutler.

Alderman Kohlmetz was chairman and Mr. Cutler secretary of the meeting.

On motion of Mr. Cutler a resolution was adopted recommending the purchase, and placing of 10,000 additional water meters at the earliest practicable moment at an expense not to exceed $150,000. After considerable discussion the resolution was unanimously adopted.

Alderman Swikehard offered the following resolution:

Resolved, That it is the sense of this committee that while metering is necessary it will not obviate the need of constructing an additional all gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed by the Legislature and we recommend to the Common Council that such an act be at once prepared by the city attorney.

This was opposed by Alderman Selye but was finally adopted by a vote of 10 to 3, the members of the Selye committee, Aldermen Selye, Sullivan and Schroth voting in the negative.

Secretary Cutler was instructed to draw up a report to the Common Council embodying these two resolutions, and to affix thereto the names of the members of the committee.

The report is to be presented to the Common Council at its meeting on Tuesday evening next.

BUSINESS CHANGES.

Firms Who Intend to Move Into Other Stores in the Near Future.

April 1st will wander back again next week Tuesday, and then or thereabouts a number of Rochester's business houses will move to other quarters.

The number of removals this year in the center of the city is smaller than for some years past, and the people who will migrate are or have been principally located in East and West Main streets and State street. As in former years the large houses remain in the same location.

One of the number moving there is no particular branch of trade represented. The number of business removals, as was stated before, will not equal that of former Aprils. The following list is not given as complete but contains the names of many of the business concerns which will seek quarters in other buildings than those occupied now. Among the changes noted is that of M. E. Servis & Co., one of the leading picture frame and mirror houses, which is going out of business.

E. A. Lowell will remove on April 1st from No. 90 West Main street to No. 81 North Fitzhugh street. T. Miller will remove on the same date from his present store at No. 106 West Main street to the store vacated by Mr. Lowell.

A. S. Mann will on April 1st open the new West Main street addition to his store, which will be the store in Powers Block formerly occupied by Haskins & Smith.

The Telegraph Company will on April 1st remove from its present location in the Elwood Block to the basement of the Wilder Building, second entrance.

E. Scampagh is now moving from his old store at No. 72 East Main street to the stores at Nos. 85 and 87 East Main street, nearly opposite.

H. J. Niewerde will remove on April 1st from his present location on East Main street to No. 242 East Main street.

C. W. Trotter & Son have removed from No. 215 East Main street to the Gutman Block, Nos. 46 and 48 North Clinton street. The Novelty Carriage Works will occupy the store vacated by Mr. Trotter.

The John Siddons Company will remove its shops from No. 157 East Main street to Nos. 61, 63, 65 North Water street on April 1st.

Henry Shelter who has conducted a picture store at No. 99 State street for the last nine years is closing out his business and will soon remove to No. 96 East Main street.

W. C. Cunningham who has had a trunk and satchel manufactory at No. 137 State street will remove to No. 117 State street on April 1st.

The C. F. Adams Home Furnishing Company will occupy the large store at No. 118 State street after April 1st.

As has been announced in the DEMOCRAT AND CHRONICLE Steele & Avery the veteran booksellers at Nos. 46 and 48 State street have decided to dissolve their partnership of thirty-five years.

The Rochester Business University will be removed in June to rooms in the new Y. M. C. A. Building in South St. Paul street.

The Office Specialty Manufacturing Company will occupy the store at No. 14 State street after April 1st.

M. E. Servis, for many years a picture dealer at No. 34 Exchange street, will close out his business within a few months.

AN INVITATION TO SENATOR FASSETT.

The executive committee of the Rochester Chamber of Commerce have formally resolved to invite the Senate committee on cities to visit Rochester for the purpose of investigating our municipal affairs. We are indebted to the Chamber for much good work, in behalf both of progress and of reform, and the adoption of the resolution above indicated is another movement in the right direction. It is

conduct of public affairs, as well as a widespread conviction that there is "something rotten in Denmark." The irregularities in the school board, the excessive taxation, and the large defalcation in the city treasurer's office, together with hints of the venality of certain officials, seem to open a wide field for the inquiry of the committee at whose head is Senator Fassett, who has done much splendid service in unearthing official rascalities in the metropolis.

The committee will be welcome here, and its presence must have a beneficent effect. At the same time, it is well to understand that the committee cannot be expected to visit Rochester upon mere surmises and suspicions. They could not afford either their own time or the people's money in a mere blind groping after facts, upon sweeping generalizations or vague and incoherent charges. There must be some preparation for the examination within the province of the committee. There must be well-formulated charges and definite cases to present. Somebody must have proofs to offer to substantiate definite allegations. There must be no hap-hazard work. We understand that the committee of the Chamber of Commerce will undertake the presentation of evidence to establish precise charges. If this is so, the committee will doubtless come to Rochester; but they will not come unless the case is, in some measure, in readiness for them in advance. Let the Chamber of Commerce assume the responsibility indicated and some most interesting revelations before the committee will doubtless ensue.

MR. BAKER STILL HOPEFUL

His Latest Move to Secure an Appropriation for Irondequoit.

MR. RANDALL IS IMPROVING

Able to Oversee His Congressional Duties —The Railways Victorious in the "Granger Cases"—Amendments to the Silver Bill.

Special Dispatch to DEMOCRAT AND CHRONICLE.

WASHINGTON, March 24.—Representative Baker does not propose to be thwarted if he can help it. He has, therefore, locked horns with Captain Palfrey who is in charge of the harbor improvements about Rochester.

The Captain saw fit to take exceptions to Mr. Baker's recommendation for the improvement of Irondequoit bay. The views of the local engineer always has great weight with the river and harbors committee, that and the recommendations of the member being about all they have to base their bill upon. The result was that when Mr. Baker went before the committee his argument for making Irondequoit a harbor of refuge and of use to commerce, by enlarging and deepening the channel-ways, fell flat.

Not even his blandest smile could bring the committee to think as he did. So today Mr. Baker introduced a resolution in the House calling upon the Secretary of War for additional information as to this proposed improvement.

This starts the ball rolling and Mr. Baker will not let it stop until he sees a clause inserted in the river and harbor bill appropriating a good round sum for the improvement of Irondequoit Bay.

William Cass and wife, of Rochester, are at the Langham, the guests of Congressman and Mrs. Stivers.

General Reynolds is expected here the latter part of this week.

There is a hopeful improvement in Samuel J. Randall's health, and expectation is confidently expressed that he will soon be able to assume his duties in the House. To a reporter Miss Randall said her father was now able to look after his correspondence and that he was giving close attention to congressional matters. His vacant seat in the House is a constant and painful reminder of his great loss as a Democratic leader.

THE SENATE COMMITTEE

Urgently Invited to Investigate Rochester's Municipal Affairs.

BY THE CHAMBER OF COMMERCE

Merchants Want to Know Where the City's Money Went to Through the City Treasury—An Important Letter From John H. Rochester.

A well attended and important meeting of the executive committee of the Chamber of Commerce was held yesterday afternoon.

The subject of the greatest public importance considered by the committee was the question of the advisability of urging the Senate committee on cities to visit Rochester for the purpose of investigating the methods and results of the government of the city under its present charter, and the practices of its various municipal departments. John Bower was present at the meeting and it is understood that statements made by him had no little weight in determining the final action of the committee.

Finally a resolution was adopted instructing the president and secretary of the Chamber of Commerce, on behalf of that body, to prepare and forward to Senator Fassett a letter formally inviting the Senate committee on cities to visit Rochester for the purpose of investigating its municipal affairs. They were instructed to embody in the letter a statement of a fact for the committee to consider, the latter being under indictment as a defaulter for over $60,000, it is impossible to discover to whom and for what purpose the larger part of this sum has been paid, and to suggest that an investigation by the committee, even if confined to this point alone, would necessarily bring to light facts of the greatest interest and value both to the committee and to the citizens of Rochester.

Secretary McClintock stated that the letter would be prepared and forwarded before this morning.

It is understood that the Chamber of Commerce by this letter pledges itself to furnish the committee facts to work upon, to facilitate in every way the inquiry, and that it will probably employ eminent counsel to represent the promoters of the inquiry and the general body of taxpayers before the committee.

Senator McNaughton, a member of the committee, is quoted as saying that on a proper request supported by facts making a *prima facie* case to warrant an investigation, the committee would certainly come to Rochester.

The other business transacted was as follows:

The committee on the annual dinner reported, the report was adopted, and the financial business of the dinner closed up.

A communication from the New York Chamber of Commerce in reference to the bill to establish a limited postal telegraph service, was referred to the committee on postal facilities.

A communication from William C. Barry in regard to the necessity of having more trains stop at the Center Park station was referred to the railway committee.

A letter from the National Lathing and Tool Company, of Philadelphia, in reference to placing a plant in Rochester for manufacturing wooden articles if satisfactory pecuniary encouragement is given, was referred to the committee on manufactures.

The rooms of the Chamber of Commerce were opened to the Afro-American League for the purpose of holding a banquet on the evening of May 22d, during the convention of the State League to be held in this city.

The rooms have already been accorded to the Rochester Art Club for a term beginning on May 22d. The art club expected to begin its preparation of the rooms on that day. So the permission to the Afro-American League is coupled with a proviso that it will be migratory if it is found to interfere with the art club.

The following communication from John H. Rochester was referred to the board of trustees:

J. Y. McClintock, Esq., Secretary Rochester Chamber of Commerce:

DEAR SIR: In these days of overhauling of municipal affairs I desire to call attention to the fact that the taxpayers of Rochester have for the last few years needlessly paid from $5,000 to $15,000 a year as a mere bonus or gratuity to contractors for local improvements.

It is well known that for local improvements of any considerable size the taxpayers are permitted the privilege of paying in three separate payments, being granted an extension of one and two years respectively on the last two payments, by paying interest on the same. These deferred payments are represented by drafts made by the Executive Board on the city treasurer, accepted by him and countersigned by the city clerk, and bearing interest at the rate of 6 per cent. per annum. Now for several years these drafts or warrants have been in such demand by the savings banks and others, that they have sold readily on a 5 per cent. basis and sometimes at a 4½ per cent. rate, so that the contractors to whom they were issued have received a premium of 1 per cent. or more per annum, which, as I have said, is a mere gratuity or bonus to them above the amount of their bids, and which might have been saved to the city or to the taxpayers by issuing the warrants at 5 instead of 6 per cent. interest. I will give bonds for the performance of my contract and will contract to take it at par all that may be issued at 5 per cent. for the next five years.

The amount of warrants thus issued during 1889 was $26,925.03, entailing a loss of over $5,000, and I was told by the treasurer within a year or two past that the amount for the then current year was about $1,200,000, entailing a loss of over $12,000, and, with the new, extensive improvements in the way of sewers, pavements and the like, they are liable at any time to exceed these figures. This loss falls, of course, locally, but as each locality in turn comes in for it, all citizens are interested in correcting this great evil.

I have repeatedly called the attention of city officials to this fact and they have always admitted it and promised action upon it, but such action has never been taken.

I think if the proper committee of the Chamber of Commerce now take the matter in hand a much needed reform may be accomplished. It needs only that the warrants should be issued bearing interest at 5 instead of 6 per cent. to bring about the saving. Respectfully,

JOHN H. ROCHESTER.

Rochester, N. Y., March 20, 1890.

A resolution was adopted recommending the employment of John Bower by the finance committee of the Common Council as the expert to examine the books and accounts of the city clerk's office under the resolution adopted by the Common Council at its last meeting.

THE powerful sermon of the Rev. W. R. Taylor, on municipal affairs, which, in the main, commends itself to the good sense and conscience of the community, is not likely to go wholly unchallenged. In another place George W. Aldridge, of the Executive Board, takes issue with some of Mr. Taylor's statements as too sweeping. Mr. Aldridge has certainly written a very manly letter, and expresses his willingness to have the affairs of the Executive Board investigated freely and fully. He admits anticipating his salary, but claims there was no intentional wrong in the transaction, although it may have been irregular, and beyond the courts the fullest inquiry. We commend Mr. Aldridge's letter to the careful consideration of all good citizens.

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ROCHESTER MORNING HERALD

MARCH 25, 1890.

PROMPT ACTION.

THE FASSETT COMMITTEE INVITED HERE.

Investigation of the Treasurer's Affairs Asked by the Executive Committee of the Chamber of Commerce—Other Business.

The interviews published in the HERALD of last Friday morning revealed a strong public sentiment, especially among the business men of the city, in favor of a thorough investigation of municipal affairs by the senate committee on cities, which is at present engaged in the exposure of frauds in New York. This sentiment has now crystallized into a definite line of action and the executive committee of the chamber of commerce has placed itself squarely upon the ground laid down by some of its individual members in the article mentioned.

The committee met at about half past four o'clock yesterday afternoon and was in session until nearly six. Nine out of the 11 members were in attendance, as follows: L. P. Ross, Henry C. Brewster, A. S. Hamilton, H. B. Hathaway, Thomas B. Griffith, James G. Cutler, William S. Kimball, George C. Buell and Frank J. Amsden. Municipal matters occupied much of the attention of the committee. John Bower was called in during the discussion and gave his reasons for desiring an investigation by the Fassett committee, which have been stated in an interview with him published in this paper. He assured the committee that plenty of evidence could be laid before the investigators. After considerable debate the president and secretary of the chamber were instructed to prepare and send a letter to the senate committee on cities asking it to come here and investigate municipal affairs. This is requested on the ground that the city treasurer is a defaulter for about $60,000, for which offense he has been indicted, but that it does not appear what became of a large portion of this money. The committee expresses the opinion that this can be shown on an investigation and that such an investigation will bring to light facts of great interest to the senate committee and to the citizens of Rochester. A letter embodying these statements will be mailed to Senator Fassett this morning. In case he agrees to come here the chamber of commere is likely to take further measures to facilitate the investigation.

The executive committee also adopted a resolution requesting the common council to employ John Bower to make an investigation of the city clerk's office. The following important communication was received from John H. Rochester and referred to the board of trustees of the chamber:

ROCHESTER, N. Y., March 20, 1890.

J. Y. McClintock, esq., secretary Rochester Chamber of Commerce:

DEAR SIR: In these days of overhauling of municipal affairs I desire to call attention to the fact that the taxpayers of Rochester have for the last few years needlessly paid from $5,000 to $15,000 a year as a mere bonus or gratuity to contractors for local improvements.

It is well known that for local improvements of any considerable size the taxpayers are permitted the privilege of paying in three separate payments, being granted an extension of one and two years respectively on the last two payments, by paying interest on the same. These deferred payments are represented by drafts made by the executive board on the city treasurer, accepted by him and countersigned by the city clerk, and bearing interest at the rate of 6 per cent. per annum. Now for several years these drafts or warrants have been in such demand by the savings banks and others, that they have sold readily on a 5 per cent. basis and sometimes even at a 4½ per cent. rate, so that the contractors to whom they were issued have received a premium of 1 per cent. or more per annum, which, as I have said, is a mere gratuity or bonus to them above the amount of their bids, and which might have been saved to the city or to the taxpayers by issuing the warrants at 5 instead of 6 per cent. interest. I will give bonds for the performance of my contract and will contract to take at par all that may be issued at 5 per cent. for the next five years.

The amount of warrants thus issued during 1889 was $526,925.63, entailing a loss of over $5,000, and I was told by the treasurer within a year or two past that the amount for the then current year was about $1,200,000, entailing a loss of over $12,000, and with the new, extensive improvements in the way of sewers, pavements and the like, they are liable at any time to exceed these figures. This loss falls of course, locally, but as each locality in turn comes in for it, all citizens are interested in correcting this great evil.

I have repeatedly called the attention of city officials to this fact and they have always admitted it and promised action upon it, but such action has never been taken.

I think if the proper committee of the chamber of commerce now take the matter in hand a much needed reform may be accomplished. It needs only that the warrants should be issued bearing interest at 5 instead of 6 per cent. to bring about the saving. Respectfully,

JOHN H. ROCHESTER.

In addition to its action on governmentals questions, considerable other business was transacted by the executive committee. A communication from the New York board of trade and transportation asking the chamber to unite with it in urging the establishment of a limited postal telegraph service was referred to the committee on postal facilities.

A communication from William C. Barry, who was absent, in reference to inducing the New York Central railroad company to stop additional trains at Center park, was referred to the railroad committee.

A letter was also received from the National Lathing and Tool company of Philadelphia stating that it is willing to locate a large plant for the manufacture of all kinds of wood-work in this city, providing a sufficient financial inducement is offered. It was referred to the committee on manufactures.

It was voted to allow the Afro-American league the use of the rooms for a banquet on May 22d, providing the matter can be arranged without interfering with the Art club exhibition. The rooms have already been granted to the Art club. Its exhibition is to open on May 26th and several days will be required to make preparations. The Afro-American state convention is to be held here on the day mentioned. Ex-Governor Pinchbeck of Louisiana, ex-Senator B. K. Bruce of Mississippi and Hon. John R. Lynch of Mississippi are expected to be in attendance.

THE JOINT water works committee composed of representatives of the common council and the chamber of commerce have decided to recommend, first, the purchase of 10,000 water meters for use in this city at a cost not to exceed $150,000 and, secondly, that an enabling act be immediately prepared which will provide for securing to Rochester a new gravity conduit to Hemlock lake with capacity for supplying the city with an additional daily amount of 15,000,000 gallons of water. The meter provision will do something in the way of preventing a waste of water, but the committee wisely decided that the amount thus saved would by no means be sufficient to guarantee the city against a water famine and that an additional conduit is necessary.

BOTH METERS AND A CONDUIT.

Important Recommendations of the Joint Water Supply Committee.

The combination water supply committee of the common council and chamber of commerce held a meeting in the city clerk's office yesterday afternoon lasting an hour and half, at which two conclusions of much importance were reached. There were present Aldermen Kohlmetz, Selye, Swikehard, Hall, McMillan, Sullivan, Schroth and Williams, representing the various committees that the common council has from time to time appointed to consider the water problem, and William S. Kimball, William H. Gorsline, James E. Booth, Clinton Rogers and James G. Cutler, the chamber of commerce representatives. Alderman Kohlmetz, who is the chairman of the committee, presided, and Mr. Cutler acted as secretary. The meeting was called to order at two o'clock and was held with closed doors.

Some time was spent in discussing a resolution introduced by Mr. Cutler and seconded by Alderman Selye to the effect that the committee recommend the purchase and setting in position of 10,000 additional water meters, at the earliest practical moment, at an expense not exceeding $150,000. This project is the one so earnestly advocated by the alderman from the Ninth, and he spoke in favor of the resolution. Some of the other members of the committee were not so sure that metering furnished a complete solution of the water question, but, when the vote was taken, all present voted for the resolution, and it was unanimously adopted.

Alderman Swikehard then offered the following resolution:

Resolved, That it is the sense of this meeting that while metering is necessary it will not prevent the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed; and we recommend to the common council that such an act shall be at once prepared by the city attorney.

This resolution was also exhaustively discussed, as might be expected. Alderman Selye and his associates on the committee on special features of the water supply were opposed to it, but the others thought that it would be a good thing to have the act passed, even if, after a trial of the metering system, it should be found unnecessary to construct the additional conduit. In that case, it was argued, all the common council need do was to refrain from exercising the power that the act conferred upon it. Finally the resolution was adopted, Aldermen Kohlmetz, Swikehard, Hall, McMillan and Williams and Messrs. Kimball, Gorsline, Booth, Rogers and Cutler voting in the affirmative and Aldermen Selye, Sullivan and Schroth in the negative.

On motion of Alderman Selye the secretary was instructed to prepare the resolutions adopted in the form of a report and affix the names of the members of the committee that the whole might be presented to the common council at its next regular meeting.

The Post-Express.

ROCHESTER, TUESDAY, MARCH 25.

INVITED TO COME.

Chamber of Commerce Asks the Fassett Committee to Visit Rochester.

At a meeting of the executive committee of the Chamber of Commerce last evening the question of inviting the Fassett committee to come to Rochester was brought up for discussion and the result was that the secretary was directed to send a letter urging the committee to visit this city. Among the things suggested for the investigation of the committee is the disposition of the $60,000 abstracted from the public funds by ex-City Treasurer Davis.

A communication from William C. Barry in regard to the necessity of having more trains stop at the Center Park station was referred to the railway committee. A letter from the National Lathing and Tool company, of Philadelphia, in reference to placing a plant in Rochester for manufacturing wooden articles if satisfactory pecuniary encouragement is given, was referred to the committee on manufactures.

The rooms of the Chamber of Commerce were opened to the Afro-American League for the purpose of holding a banquet on the evening of May 22d, during the convention of the state league to be held in this city. The rooms have already been accorded to the Rochester Art club for a term beginning on May 22d.

This communication was received from John H. Rochester and referred to the board of trustees:

In these days of overhauling of municipal affairs I desire to call attention to the fact that the taxpayers of Rochester have for the last few years needlessly paid from $5,000 to $15,000 a year as a mere bonus or gratuity to the contractors for local improvements.

It is well-known that for local improvements of any considerable size the taxpayers are permitted the privilege of paying in three separate payments, being granted an extension of one and two years respectively on the last two payments, by paying interest on the same. These deferred payments are represented by drafts made by the executive board on the city treasurer, accepted by him and countersigned by the city clerk, and bearing interest at the rate of 6 per cent. per annum. Now for several years these drafts or warrants have been in such demand by the savings banks and others, that they have sold readily on a 5 per cent. basis and sometimes at a 4½ per cent. rate, so that the contractors to whom they were issued have received a premium of 1 per cent. or more per annum, which, as I have said, is a mere gratuity or bonus to them above the amount of their bids, and which might have been saved to the city or to the taxpayers by issuing the warrants at 5 instead of 6 per cent. interest. I will give bonds for the performance of my contract and will contract to take at par all that may be issued at 5 per cent. for the next five years.

The amount of warrants thus issued during 1889 was $526,925.63, entailing a loss of over $5,000, and I was told by the treasurer within a year or two past that the amount for the then current year was about $1,200,000, entailing a loss of over $12,000, and with the new, extensive improvements in the way of sewers, pavements and the like, they are liable at any time to exceed these figures. This loss falls, of course, locally, but as each locality in turn comes in for it, all citizens are interested in correcting this great evil.

I have repeatedly called the attention of city officials to this fact and they have always admitted it and promised action upon it, but such action has never been taken.

I think if the proper committee of the Chamber of Commerce now take the matter in hand a much needed reform may be accomplished. It needs only that the warrants should be issued bearing interest at 5 instead of 6 per cent., to bring about the saving.

Respectfully,
JOHN H. ROCHESTER.

Rochester, N. Y., March 20, 1890.

A recommendation for the employment of John Bower to investigate the city clerk's office was adopted.

George W. Aldridge Replies.

George W. Aldridge, of the executive board, has furnished the following open letter to the Rev. W. R. Taylor in reply to the sermon on municipal affairs Sunday morning:

Rev. W. R. Taylor:

DEAR SIR: I am greatly surprised to read in the papers of this morning that you have, with too little attempt at distinction, charged from your pulpit "that our city hall has become a nest of unclean birds; * * * that a large proportion of our highest city officials were aware of the loose and dishonest management; * * * that they sympathize with him [ex-City Treasurer Davis] as a brother in affliction, not knowing but that it would be their turn next; * * * that it is almost as much as a young man's soul is worth to enter it [the city service]."

Such sweeping charges, when no designation or description is added by which your hearers or readers can see whom you except from this general indictment, do very great, though perhaps unintentional, injustice to a large number of most worthy and upright men.

There are employees in the city treasurer's office itself who, I am convinced, had no complicity with, nor knowledge, or even suspicion of, the misdoings in that office. There are most worthy and eminently respectable men in the employ of the executive board whose moral character cannot be successfully questioned, and who have never suffered from contamination with the "unclean birds." I am more than proud of the employees of the executive board, and I most emphatically deny any possible inferences that any one of them can justly come under your sweeping denunciation.

True, some of the city officials have drawn portions of their salaries in advance of the regular pay-day, but as it was a custom of long standing, under Mr. Davis's predecessors, and as in my case, at least, abundant collaterals were given Mr. Davis for the advances made, as security in case of death, I did not think the transaction wrong, although it is admitted to have been irregular. All such officials like myself seem to have repaid the money when the regularity of the advances was called in question.

Beyond this, which you say would be perfectly proper if regulated by law, very many of the city officials of both high and low degree, are absolutely faultless of any part in, or suspicion of, any of the misdoings of the city treasurer.

Permit me to say that an injustice has been done to more persons than the city employees, who are innocent of wrong doing. A wrong has been done to the public. The public pulse is just now, and justly so, at fever heat. But somebody must be trusted if public or private business is to be carried on at all. No matter how important to uncover actual rascality, it is of the gravest importance that the public confidence, if justly bestowed, be not undermined. Particularly when there is great excitement the public should not be led to unjust suspicions of every one connected with the city government.

Conscious that I have always endeavored to the best of my ability to faithfully discharge my duty, and knowing that in my case the city was protected in its advance payments, I ask you to do justice to the many other city officials and employees whom your too sweeping remarks place under unjust suspicion. Respectfully,

GEORGE W. ALDRIDGE.

Rochester, March 24, 1890.

THE PROPOSED DUTY ON HIDES.

There is no section in the tariff bill proposed by the republican members of the house committee on ways and means to which more strenuous objections have been raised than to that putting a duty of 1½ cents per pound on imported hides, and the POST-EXPRESS is glad to be able to say to the shoe manufacturers of Rochester that the prospects of beating Mr. McKinley's little scheme are excellent.

Following the example of the business men of this city, the shoe manufacturers of Boston put forth a strong protest against the proposed duty. They declare that they learn with surprise and alarm of the contemplated action, that the benefits which were predicted to follow the removal of the duty on hides have been realized, and that the present large export trade would be crippled, if not destroyed, by a tariff duty. In discussing the McKinley bill the Boston *Globe* says:

The republican delegations from New England are in a condition bordering on a panic, for this bill not only increases the duty on clothing wools, but offers nothing in the way of reduced duties on coal and iron; and, to cap the climax of hostility to New England industries, proposes to levy a duty of 1½ cents a pound on hides. This is so direct a blow at the business prosperity of this section that even our republican congressmen dare not assent it. Edward Atkinson says that the proposed duty on hides would close up the boot and shoe industry of New England, and even the Boston *Journal* is forced to declare that it is indefensible.

A despatch from Washington to the *Evening Post* says that only one republican congressman from Massachusetts is in favor of the proposed duty and that the other nine republicans will join the two democrats in opposition to it. And the following encouraging news from Washington is published by the Boston *Herald*:

By hard work on the part of the Massachusetts members, a majority of the republicans on the ways and means committee have been convinced that it would be unwise to impose a duty on hides, as they had determined to do, and, if they do not change their minds again, when Governor Dingley next moves to strike out the provision in their bill taxing hides it will be struck out. New England may not be able to get any new raw materials, but she will probably be allowed to keep what she has. Too much credit cannot be given General Cogswell for the quiet effective work which he contributed to secure the freedom of hides from the proposed taxation. As the representative of the tanners and other leather workers of the Essex district he felt a peculiar obligation to effect that result and has discharged it admirably.

Several of our contemporaries have begun the discussion of this question and without an exception every opinion that we have seen is against the duty. The Utica *Observer* says Mr. McKinley's proposition is an "attempted swindle" and "a blow at once to the manufacturer, the worker in leather goods, and the consumer. To the first it means a restricted foreign market, because the increased cost of the raw material would lessen his chances as a competitor with European countries; to the second it means less work in consequence of a decreased export trade; to the third it means more expensive boots and shoes—and all because a few thousand cattle-raisers want more for the hides they produce." The Buffalo *Courier* applauds the stand taken by the business men of Rochester: "It is a righteous protest. And the protest against the wool duties is just as righteous. Keep the ball rolling!" In another article the *Courier* says: "The leather industry is one which intelligent Americans have been willing to 'brag about.' Every form of leather, with a single exception, is successfully made in this country, while our manufactures of leather beat the world not only in quality, but also, in some cases at least, in cheapness. Consul Schoenhof testifies that he exhibited to German manufacturers women's shoes made in Massachusetts shops at prices which they could not touch, and the country last year exported leather and manufactures of leather amounting to $12,300,000. This is the great and prosperous industry at which a committee of republican politicians has now aimed its fist." The purpose of Mr. McKinley, we suppose, in providing for a duty on hides was to "protect" the farmer, but it is hard to see how he would receive any benefit, or at least enough to be worth talking about. The New York *Commercial Bulletin* explains that the low price of hides is not due to free importations, but to the enormous increase in American cattle, which has been caused in part by the growth of the export trade in beef from about 30,000,000 pounds twenty years ago to 315,000,000 pounds last year, and in part to the increased consumption of meat at home and the greater accessibility of cheap grazing lands. If the ranch owners of the west think a duty of 1½ cents a pound on hides would be of substantial benefit to them, they cannot have a very high opinion of the business shrewdness of the Armours, the Swifts, and the other cattle kings of the west. These millionaires buy the cattle on the hoof, slaughter them, ship the meat, and dispose of the hides, bones, and other parts of the carcass in various ways. To a very great extent they regulate the price paid for the cattle, and they will be the ones, therefore, who will reap the greatest part of the advantage, whatever it may be, that will follow the imposition of a duty on hides.

THE CHANGE OF SYSTEM.

Steps Toward the Use of Electricity on the Street Railway.

Powers hotel lobby was thronged this morning with street railway capitalists, electrical contractors, etc., who had come to attend the meeting of the street railway company in this city to let the contracts for the electric system. Among the gentlemen here are H. Sellers McKee of Pittsburg, chairman of the executive committee; Manager Murray A. Verner, E. E. Dennison of Philadelphia, representing E. W. Clark & Co., who are among the principal owners of the road; D. Clay and De Witt Cuyler, who also represent Philadelphia interests, and Harold P. Brown, electrical engineer. Representatives of the Sprague, Thompson-Houston, and Short electric systems are also present.

H. P. Brown, the electrical engineer, is the gentleman who was conspicuous in the agitation about the electrical execution law. He said to a POST-EXPRESS reporter: "The work on the change of systems will be done as soon as possible and as thoroughly as modern skill and abundant capital can make it. There will, of course, be new tracks, the best and most modern rail. All the equipments will be first-class. There will be 100 16-foot cars, with the best truck. As has been announced the overhead system will be used."

IMPORTANT CHANGES PROPOSED.

What is Contemplated in the New Rochester Park Bill.

The new Rochester park bill introduced by Senator McNaughton has been read twice and referred to the committee on cities. The important changes proposed are:

Section 3 of the original act is proposed to be amended by striking out the provision that none of the lands so located, set apart or acquired by purchase under the act shall be nearer than 1½ miles to the center of the bridge on East Main street over the Genesee river.

It is proposed to strike out from the same section:

The aggregate quantity of land which the said commission shall select and locate under the provisions of the act for a park or parks, parkways or street connecting the same or approaches thereto shall not exceed 500 acres. But land in existing streets, highways, public squares, or places now belonging to said city or given or granted for a nominal consideration by citizens to the city of Rochester for the purpose and use of a park or parks, parkways, streets or approaches thereto under the provisions of this act shall not be estimated in the said 500 acres.

Section 4 which provides that the "common council shall at its next meeting after the filing of the map by the park commissioners declare that the city intends to take the pieces of land described on the map, and shall give notice of such intention by publishing the same in the official paper of the city for twenty successive days," is repealed.

Section 5 of the original act is amended so that no notice is required to be published or given of the time when the common council shall declare that the city has determined to appropriate said pieces of land and also permits it to be done at any regular meeting of the common council instead of at the next regular meeting following the filing of the map.

Section 8, as amended, contains the provision that if the amount of the award of the commissioners shall be less than the price offered by the park commissioners for said lands, then all costs and disbursements of the condemnation proceedings shall be paid by the owner or owners of said lands.

Section 19, as amended, confers upon the park commissioners the appointment of police officers.

BY ALL MEANS.

The Chamber of Commerce is to be congratulated upon its action, inviting the Fassett committee to come to Rochester and investigate our municipal affairs. The committee can hardly refuse to come without laying itself open to the charge that it cares about nothing except the making of points against democratic administration in New York city, whereas a prompt investigation of public affairs in Rochester will go far to prove that the committee is acting in good faith and with an eye to the public interests.

Of course great pains should be taken to prepare facts and suggest clues to the committee, but that body has full power and the success of the investigation will depend largely upon the spirit in which its members undertake their task.

If they mean business, let them come by all means.

The Syracuse Water Bill.

SPECIAL TO THE POST-EXPRESS.

ALBANY, March 25.—The Syracuse water bill is agitating the wavering minds of a number of the senators whose constituents have a general feeling of favor for the old canal, but who feel themselves like voting for the bill to oblige Senator Hendricks. The Syracuse senator is of the opinion that he can see a line of seventeen votes in favor of the bill but is not inclined to count the chickens prematurely.

Senator McNaughton voted for the bill last year and will vote for it again; with him will probably be found Senators Fassett, Donaldson, Emerson, Fassett, O'Connor, Erwin, Richardson, Van Gorder, Vedder, Robertson, Hunter, Coggeshall, Deane, Saxton, Sloan, Linson, and Hendricks. If none of these flinch the bill is safe.

The Syracuse water bill came up in the senate to-day as the special order. With the understanding that when the bill came up for final passage there should be had a full discussion of its merits it was by unanimous consent ordered to a third reading.

That Duty on Hides.

Following are the signatures appended to the petition which is to be sent to Washington in opposition to the proposed duty on hides:

Hough & Ford,
A. J. Johnson & Co.,
Eddy & Webster,
Rochester Lasting Machine Co.,
Smith & Herrick,
Brooks Bros.,
S. Rauber & Siebert,
Behn & Young,
Eugene McKntee,
Henry Churchill,
F. B. Robinson & Co.,
S. K. Newcomb,
J. C. Lighthouse,
M. C. Phelan,
D. Armstrong & Co.,
Cross Brothers & Co.,
Sherwood & Rumsey,
Jeremiah Phelan,
Smith Lusink & Co.,
Ross, Levis & Pifer,
Levis & Broxholm,
W. H. Booker,
A. V. Smith & Co.,
S. M. Savage,
Utz & Dunn,
Vegiard, Langslow & Curry,
Trimby Brewster Shoe Co.,
Wm. J. Welder,
E. P. Reed & Co.,
The P. Cox Shoe Mfg. Co.,
Lewis P. Ross,
Dugan & Hudson,
Wright & Peters,
VanDerveere, DeMoll & Pillow,
W. B. Cooper & Co.,
Thomas Bolton,
A. C. Eastwood,
Chase & Van Alstine,
Hatch Pat. Crimper Co.,
E. Holland & Co.,
Pryor & Warrant,
Moloney Bros.,
C. P. Woodruff,
Williams, Hoyt & Co., per C. E. Hoyt, secretary,
John Pichler,
Kalb Brothers,
J. F. Kalb & Co.,
Phelan & Yorkey,
J. H. Phelan,
Charles Stern,
Henry M. Seligman,
Cowles Brothers & Co.,
Curtis & Wheeler,
Cornwell & Keehn,
The James Cunningh'm Son & Co., per J. T. Cunningham Pres.,
Keeler & Jennings,
Hamilton & Matthews,
H. F. Seymour & Co.,
J. William Naylor,
Weaver, Thomas & Kirk,
H. R. Howard & Stadeker,
John E. Egan,
D. P. McGarry,
Martin Hennessy,
W. C. Cunningham,
American Shoe & Leather Trade Asso., W. S. Van Court, manager,
Henry Likely.

WATER SUPPLY.

The Joint Committee Favors Both Meters and Conduit.

The joint water supply committee of the common council and chamber of commerce met in the city clerk's office yesterday afternoon. There were present Aldermen Kohlmetz, Selye, Swikehard, Hall, McMillan, Sullivan, Schroth and Williams, and William S. Kimball, William H. Gorsline, James E. Booth, Clinton Rogers and James G. Cutler. After considerable discussion a resolution introduced by Mr. Cutler and seconded by Alderman Selye, recommending the purchase and setting in position of 10,000 additional water meters at an expense not exceeding $150,000, at the earliest practical moment, was adopted unanimously.

The following resolution was offered by Alderman Swikehard:

Resolved, That it is the sense of this meeting that while metering is necessary it will not prevent the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed; and we recommend to the common council that such act shall be at once prepared by the city attorney.

It was thought by several that the act would be useful if, after a trial of the metering system, it should be found necessary to construct the additional conduit. The resolution was adopted, Alderman Selye, Sullivan and Schroth voting in the negative. The report of the committee will be presented to the common council at its next meeting.

THE WATER SUPPLY.

The joint committee on the question of water supply has put its final action into this shape:

Resolved, That it is the sense of this committee that, while metering is necessary, it will not obviate the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed by the legislature, and we recommend to the common council that such an act be at once prepared by the city attorney.

The whole subject has been discussed for a long time, and though the people have had no opportunity for a direct vote upon the advisability of building a new line, they have had fair warning of every project suggested and ample opportunity for full expression of opinion since this paper first brought out the fact that plans were made for a new conduit to be fed from a pumping station.

So far as we are able to judge, the action of the joint committee represents the prevailing opinion of the city, though there is a strong minority, at least, opposed to the project. If there be more than a minority opposed to it, then those opposed may blame their own apathy for not making their opposition effective.

NEW YORK HERALD

March 25th/90

ROCHESTER WANTS LIGHT.

A GOOD PLACE FOR THE INVESTIGATORS TO GO—A FEARLESS MINISTER'S CHARGES.

[BY TELEGRAPH TO THE HERALD.]

ROCHESTER, N. Y., March 24, 1890.—John Bower, the expert bookkeeper who had the honor to unearth City Treasurer Davis' rascality, says there are 200 names on a list he has of persons who before the defalcation was discovered helped themselves to temporary loans from the city treasury. He says $40,000 of the $60,000 that disappeared does not appear to have been used by Davis. Where it all went to is hard to tell, but Mr. Bower is certain that much of it went into the pockets of the men who surrounded the City Hall and lived off "Honest John" Davis and his stealings.

Mr. Bower says the citizens of Rochester should demand the attention of the Fassett investigating committee, for certainly if any city besides New York is to receive its attentions Rochester has the right to be first heard by reason of the rascality already brought to light and the numerous clews to work upon in making further peculations manifest.

The whole city to-day has been discussing the able and fearless arraignment of our City Fathers made in the pulpit of the Brick Church last night by Rev. W. R. Taylor. This church is the largest in the city, and is one of the richest Presbyterian congregations in the whole country, and Mr. Taylor's charges, coming as they do at a time when the necessity for full investigation is universally felt, may lead to a general and irresistible citizens' movement. Mr. Taylor referred directly to the defalcation of ex-City Treasurer Davis and said that hundreds of city officials and employés are probably implicated with him. He said that the City Attorney and Common Council were withholding information which belongs to the people, and then proceeded to consider the matter in plain language.

The sermon is making an immense sensation, and has been printed in full in all the city papers to-day.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle
MARCH 26, 1890.

LETTING THE CONTRACT

The Short System Adopted by the Street Railway Company.

WORK TO BEGIN AT ONCE

The Motors Will Begin to Arrive Within Thirty Days—Track Laying to Begin as Soon as Possible—Vestibule Street Cars.

Powers Hotel sheltered at various times yesterday and last evening a good share of the prominent electrical contractors and electrical experts of the country together with nearly all the capitalists interested in Rochester's new street railway company. They were here to attend the letting of the contract for the motors and dynamos for the system of electrical transportation which is to be introduced here by the new street railway company.

There were present H. Sellers McKee, chairman of the executive committee of the company, Murray A. Verner, superintendent, Thomas De Witt Cuyler, of Philadelphia, Richard W. Clay, of Philadelphia, E. E. Denniston, of Philadelphia, John N. Beckley and Arthur Luetchford, of this city, representing the street car company; Professor Sidney H. Short, Frank A. Rogers, George and John Sinclair, all of Cleveland, representing the Short system of transit; Eugene Griffin, H. L. Carghill and Winthrop Coffin, of Boston, representing the Thompson-Houston system; Edward E. Higgins, of Buffalo, representing the Sprague system, and Harold P. Brown, of New York, J. F. Barry, of New York, and T. J. McTighe, of Washington, electrical experts in the employ of the company.

Sometime ago the company employed the experts Messrs. Brown, Barry and McTighe to examine into the relative merits of the various electric systems of the country and report to them which one would be the best suited for their purposes. The experts made their final report yesterday. They reported that in their opinion the Short system was the most noiseless and in every way the best suited to the wants of the new company and on this report a contract with the representatives of the Short system was closed.

The Short system is practically the Brush system and the home office of the company is at Cleveland. The contract entered into yesterday is for 200 fifteen horse power motors for propelling 100 sixteen foot cars and generators or dynamos capable of producing 1,100 horse power. The company is to begin the delivery of the motors within thirty days and will deliver them after that time as fast as they are required. The Short system people were jubilant over their success in obtaining this contract and the Thompson-Houston people were very much disappointed. The fact that the Short system has been adopted for Rochester means that it will probably be adopted on all roads owned by the syndicate which owns and operates the Rochester street railways, and, as will be seen, it was a contract well worth having.

Next week Thursday the executive committee of the street railway company will meet at Philadelphia, and at that time the contracts for the rails, wires, poles, all overhead work and everything of that kind will be let. The company will begin work in this city as soon as the streets can be dug up. All old rails will be taken up and new steel rails of the latest pattern laid. The tracks will be double everywhere that it is possible to lay them so, and switches will be dispensed with as far as possible. The road-bed will be just as good as it can be made and the total expense of the change from horse power to electricity will be $2,000,000.

The company will sell all the cars now in use and has ordered 100 new vestibule street cars. These cars will be sixteen feet in length and will be of the latest and most improved pattern. At either end will be vestibules of glass in which the driver or operator will be stationed. This will protect him from the inclemency of the weather. The cars will seat twenty-two people and each car will be in charge of a conductor.

The company's canvassers have now secured the right to erect poles and sling wires in the following streets: East Main street, West avenue, West Main street, Lake avenue, North and South St. Paul streets, North Clinton street, University avenue, Park avenue, Monroe avenue, Exchange street and several of the other routes. The only trouble which has been encountered has been on State street, south of Central avenue. It is understood that Messrs. Powers, Ellwanger & Barry, Elwood, Butts, Wisner, McAlpin and Mackie, have not yet agreed to the proposed change. By law, the company must have the consent of the owners of half of the assessed valuation of the property.

In speaking of this matter last evening John N. Beckley said: "These gentlemen have not as yet signed the agreement and I do not know whether they will or will not. Our canvassers have been to them and we have been to them ourselves but they still refuse to consent. If they do not, why of course we can do nothing, and will have to run horse cars to Vincent Place and issue transfer tickets. It lies entirely with these gentlemen whether State street has or has not rapid transit."

It is probable that the greater portion of the routes will remain as they now are, although some of them will be straightened. It is expected to be at work within a few weeks, but just when the change will be completed cannot be definitely stated.

[illegible] DEPRECIATION.

It is a sad state of facts which is presented in the annual report of the New York state assessors. In all the counties of this great commonwealth land in villages and cities is [illegible] appreciating, and farm lands are [illegible] depreciating. There is nothing new in this showing. Every one who is familiar with real estate values, has long known it. Any one who has a farm for sale is painfully aware of it. Savings Banks' directors recognize it in their loans, and the farmers themselves are oppressed by it. We recently published certain statements concerning the depreciation of New England farms, but farms in New York are in a similar, although not so aggravated, depression as those of New England.

It were a long story to detail all the causes which have brought about this lamentable condition—for it is lamentable when farming lands go down and town lots go up. It is not, however, chargeable to the protective tariff, as the free traders assert. We have referred to this elsewhere, and are prepared to meet the sciolism of free trade zealots, at any time, upon this issue. It does arise from the competition of the cheap, yet fertile, acres of the West and the low freights it obtains. The farmers have not been able to sell their products at remunerative prices, and they have had to pay heavily for the labor employed in raising crops. The farmers' sons have abandoned the parental roof-tree and are seeking their fortunes in the piece trade rivalries of the towns. No patriot can look upon the inordinate growth of our cities without an apprehension of the results yet to flow from such aggregations of population.

Then it is, of course, true that the farmer feels poorer than he is, from the system of false bookkeeping which he practices. He is apt to figure simply upon the amount he receives and that which he pays out and strike the balance as his profits for the year, without computing what he has gotten out of his land in the way of a living. Add to this the unjust proportion of taxes which real estate bears in proportion to personal property, and the reasons for the depreciation of farming property are reached. But the reasons do not relieve the situation. That remains, despite economic formulas and philosophic appeals. The evil exists. Who shall suggest the remedy? The problem is one of the most exigent, as well as the most difficult, with which we have to deal. Where is the statesman or political-economist who can solve it?

The Art Club.

The officers of the Rochester Art Club regret extremely that the arrangements already made for the spring exhibition will render it necessary for the club to take possession of the rooms of the Chamber of Commerce on May 22d, and to make it impossible for the Afro-American League to occupy it on the evening of that day. With every possible disposition to oblige the league in this matter, it was found that it would be practically impossible to postpone the day fixed for beginning preparations without postponing for several days the opening of the exhibition. As the art club's circulars have already been sent out, such postponement would cause great inconvenience and confusion. It was therefore amicably and definitely settled yesterday, after a long conference between the officers of the art club, members of the Chamber of Commerce and the banquet committee of the league, that the art club should not be and ought not to be asked to give up its prior right to the rooms on May 22d.

A YEAR'S FREIGHT MOVEMENT.

The official statement sent out by the bureau on statistics of the joint committee shows that during the year 1889 1,245,710 tons of freight were shipped from New York by rail to Western points. Of this amount 456,464 tons were billed to Chicago and points beyond, 80,894 to St. Louis, 63,920 to Cincinnati, 18,975 to Indianapolis, 16,978 to Louisville, and 5,256 to Peoria. The distribution among the initial lines was as follows:

	Per cent.
New York Central	22.09
Erie	20.87
Pennsylvania	22.55
Baltimore & Ohio	6.39
D., L. & W.	11.06
West Shore	9.65
Lehigh Valley	5.80
N. Y. O. & Western	1.59
Total	100.00

The City Affairs.

There were, for a wonder, no new developments in regard to Rochester's municipal affairs yesterday. The letter to Senator Fassett from the secretary and president of the Chamber of Commerce was written and forwarded in accordance with the action of the executive committee on Monday afternoon.

Senator Richardson's state highway bill, which is favored by the Rochester Chamber of Commerce, is now in general orders in the Upper House. He thinks its chances of receiving favor[able] consideration are very encouraging.

Portrait of Mayor Parsons.

After April 7th it will be ex-Mayor Parsons. In anticipation of that event his honor has caused a portrait of himself to be prepared, in accordance with the custom, to hang in the common council chamber among the portraits of the ex-mayors. The portrait is of crayon and a striking likeness. It was executed by Alderman Thayer and forms a flattering tribute to his skill. The handsome frame bears a plate on which is this inscription: "Cornelius R. Parsons, April, 1876—April, 1890." The picture is now in the mayor's office.

... [illegible] Hemlock [illegible] ... much larger than a year ago. Then the water at Rush reservoir fluctuated in the neighborhood of eight feet. This [season] there has been over fourteen feet of water.

REV. W. R. TAYLOR.

HE REPLIES TO GEORGE W. ALDRIDGE.

All the Statements Made in Sunday's Sermon Re-affirmed—The Clergyman Willing to Let the Discourse Speak for Itself.

The following open letter, called out by the communication from George W. Aldridge published yesterday, bears its explanation within itself.

To George W. Aldridge, Executive Board:

DEAR SIR: Since seeing your open letter to me in the morning papers, I have re-read carefully the passages in my last Sunday's sermon to which you take exception, and I find in them nothing which, in my judgment, needs to be changed, explained, or withdrawn. And inasmuch as I have no desire to become involved in a public controversy on this subject, it is personal courtesy to yourself which alone leads me to reply.

Permit me to call your attention to one important point in which, unintentionally, as I do not doubt, you fail to represent me correctly. You say that I charged from my pulpit that our City hall had become "a nest of unclean birds." What I said was this—and the words occur in the report from which you quote—"Without tangible evidence to support it, such as would be sufficient proof in a court, the belief is general that our City hall has become a nest of unclean birds"—a very different and far more serious statement than any personal charge of mine could have been. The general belief may or may not be well founded. But that the belief exists, and existed before the defalcation in the treasury was known, is in my opinion strictly true.

You also refer to my assertion that "a large proportion of our highest city officials were aware of the loose and dishonest management of the treasury." Of this I would say that, aside from the actual thefts of the defaulting treasurer, the number and character of the so-called "irregularities" and the utter disregard of the law in that office, of which "a large proportion of our highest city officials" do not claim to have been ignorant, are amply sufficient to justify the characterization of the management as "loose and dishonest." Of the graver misdoings of the ex-treasurer you say, "Very many of the city officials, of both low and high degree, are absolutely faultless of any part in, or suspicion of" them. You seem to be very careful not to say that all were.

Whether or not I spoke justly concerning the sympathy shown the ex-treasurer, I am willing to leave to the judgment of the people, in whose minds the facts are fresh.

Concerning the morals of the city service, there was some of my language that was stronger than that to which you objected. I said, "Intemperance and licentiousness prevail to such an extent in the city service * * * that it is almost as much as a young man's soul is worth to enter it." I re-affirm it now; and I know only too well whereof I speak. No sensible person supposes that I meant to charge every last man in the employ of the city with these vices, or would have supposed it if I had not taken pains to say in the middle of that sentence, "There are notable exceptions, of course, which you will be sure to make." I am glad to believe that these exceptions constitute a goodly proportion of the whole number, and that, according to your statement, they are well represented in the service of the executive board. But that does not alter the fact that political life in Rochester—as unhappily in so many other American cities—is notoriously demoralizing.

The preaching of the sermon referred to was a difficult and painful task. That I tried to perform the duty without fear or favor, but also with discrimination and charity, the only evidence that I can offer is the sermon itself. I am willing to be judged by that; and as it is before the public in its full text, I may properly consider this, so far as I am concerned, an end of the controversy.

W. R. TAYLOR.

Rochester, March 25, 1890.

The Post-Express.
ROCHESTER, WEDNESDAY, MARCH 26.

WATER WORKS SYSTEM.

Annual Report of the Common Council Committee.

From the annual report of the water works committee of the common council the following figures are taken: Amount included in last tax levy, $58,000; mains laid during year 11 23-100 miles, total to date 215 61-100 miles; fire hydrants set during year 140, total to date 2,043; stop valves set during year 147, total to date 2,374; amount advanced by private parties for extension of mains, $2,962.54.

The report says: "It is believed that there remains sufficient money in the fund to furnish all incompleted extensions but the fund will be practically exhausted when this is done. To pay for any further extensions which the council may determine to authorize, money must be provided from the proceeds of the next tax levy. The petitions already on file in the water department would, if granted, require an expenditure of about $50,000. Other petitions will unquestionably be presented in large numbers for some time to come." The report concludes with a warning that undue increase in water pipe extension will only intensify the present condition of scarcity of water.

Platt Street Bridge Approach.

The Michel building at the foot of Platt street, which is to be removed to make way for the new bridge, was sold this forenoon to Martin J. Calihan for $300. The purchaser will use the material in a six-story building which he is about to erect on Center street in place of the one crushed by the fall of the Hunt building when it was burned. George W. Aldridge was salesman of the property which included a lot of shafting. The shafting was bought by F. P. Michel [illegible] $130. It included a quantity of line shafting, and a vertical shaft and water wheel in the wheel pit. The condition of the sale requires that the building be taken down by May 4th.

TREASURER DAVIS

HE WILL PLEAD GUILTY IN THE OYER AND TERMINER.

His Arraignment Set Down for To-morrow Morning at 9 o'clock—Postponed at the Request of Attorney John N. Beckley.

Ex-City Treasurer Davis was to have been arraigned before Judge Adams in the Oyer and Terminer this morning, but the matter was unexpectedly postponed. It seems to be understood generally that Mr. Davis will plead guilty. He has expressed this determination repeatedly and has deferred action in the matter only because he desired to say farewell to his friends, settle his affairs as far as they are capable of settlement and make the necessary provision for his family. It was decided last week that Mr. Davis should be arraigned before Judge Adams at 9 o'clock this morning. It was understood that he would plead guilty, be sentenced and taken at once to Auburn before he was exposed to condolences from the curious or unwisely friendly.

Late yesterday afternoon Mr. Davis sought the district attorney and asked that the arraignment be postponed until Friday morning in order to give him an opportunity to see his brother-in-law, who is on his way north from his home in Florida. The consent of Judge Adams was obtained and everything was supposed to be settled. Mr. Davis's friends, however, interposed. They, together with his family and his bondsmen, wished the suspense over, and Mr. Davis, on second thought, was not loth to acquiesce, so the arraignment was set down for this morning at 9.30 o'clock. Every one, including the judge, and the district attorney, imagined that the matter was at last definitely settled. Although the affair had been kept very quiet, it was generally known in the court house and among attorneys that the ex-city treasurer's case was to come up and at 9.30 o'clock all the best seats were taken, Judge Adams arriving promptly at the hour above mentioned. After the jury in the Taylor case had reported there were several minutes of silence. There was a general buzz all over the court room, caused by the discussion of the probable outcome of the case.

At 9.40 John N. Beckley, Mr. Davis's attorney, arrived and held a whispered consultation with Judge Adams. County Judge Werner also took part in the consultation. When Mr. Beckley and Judge Werner retired it was announced that the Davis case was postponed again. A POST-EXPRESS reporter immediately sought Judge Adams and asked an explanation of the reasons for the postponement. His honor said that Mr. Beckley had stated that he was very busy with street car matters to-day. He stated to the judge that this business was of great importance, and asked that the case be postponed in order that he might attend to it. Judge Adams finally consented, and the matter was set down for 9 o'clock to-morrow morning, to which hour the court will adjourn at the close of to-night's business.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 26, 1890.

WATER SUPPLY QUESTION.

Opinion Expressed by a Well-known Eastern Engineer.

Chief Engineer Tubbs has received the following communication from Phinehas Ball, who is one of the most distinguished engineers in the country, and is also the president of a water meter manufacturing company; the letter being without solicitation on Mr. Tubb's part:

WORCESTER, Mass., March 25, 1890.

J. Nelson Tubbs, Esq., City Engineer, Rochester, N. Y.:

MY DEAR SIR—Mr. I. P. K. Otis has called my attention to your valuable reports on an additional water supply for your city. This was some time ago, and owing to many causes not needful to explain here, have not until quite recently sat down to a careful perusal of them. A word in relation to the subject matter by me may not be out of place; if it is, please pardon the intrusion. Of the main contention in your report that the first duty of your city lies in the direction of laying an additional conduit and providing more storage, this position seems well taken. From your statement of your present draft upon the conduit now in use it is evident you cannot safely wait longer. The use by your citizens coupled with their entire reliance upon your water supply makes it a necessity to procure more water by means of new mains before other methods of utilizing your present supply is taken, at least by meters. A city as large as yours is not safe and cannot be with a supply drawn from a *single* long conduit as is yours. No steam plant supply is safe without a duplicate set of machinery and the same is true of a single line gravity system. These are now engineering truisms, and really admit of little argument. Hence I am in entire accord with all these views expressed so explicitly in your report.

Another recommendation of yours seems just and dictated by sound common sense as well as full of good engineering, and that is that Hemlock Lake should be utilized to exhaustion before looking elsewhere. Use up what you have before going elsewhere. This seems correct.

Of the various methods suggested or proposed, without a study of a map of the outlet and many features of the ground, no good opinion could be given for or against anyone. But this is true, your long, interested official connection with the works, must entitle your opinion to more confidence and ought to carry more weight with it than that of a stranger who can spend only a few days over it. Therefore this ground I will not trench upon, not even having seen the ground, only these printed reports. It is my hope that your citizens may truly realize the justness of your conclusions and hope they may have already taken the proper measures to build a new conduit from Hemlock Lake and its sister.

That great saving of water can be had through the use of meters is true. I believe in them and always advocate their use. But in a water supply there is something beyond mere saving of water. The will being of every interest in a city depends upon an efficient, abundant and *never-failing* water supply, and here it is that safety from interruption for even a single day is of *more* importance than saving. This being first, meters should come in second.

Hoping not to have seemed officious in any of my remarks and that your plans may succeed, I am,

Most truly yours,

PHINEHAS BALL.

GOOD [illegible] BOB-TAILS

CONTRACTS LET FOR ELECTRIC CARS IN THIS CITY.

There Will be One Hundred Vestibuled, Double-end Cars, Each With a Conductor—Description of the System Adopted by the Street Railroad Company.

As a result of the meeting of the street railroad company's executive committee yesterday afternoon the Short electrical system has been adopted for this city. In two or three weeks, it is said, the work of replacing the present tracks with steel rails of the latest pattern will be commenced. Officials of the road say that all the main lines will be equipped by fall. New cars, to the number of 100, are to be secured and the old rolling stock will be sold.

The representatives of the Short system, including Prof. S. H. Short and Vice-President Potter of the Cleveland Brush Electric Company left the city last evening in a happy frame of mind, caused by their victory over competing electric companies. A committee of electric experts, employed by the street railway people, recommended the Short system as the most noiseless and this recommendation had doubtless great weight. It is said that with this system the cars make no more noise than horse cars do now. The contract calls for 200 motors of fifteen horse power each and generators to produce 1,100 horse power. There will be two motors on each car. Within a month the company is to commence the delivery of these motors. The cars will be vestibuled, double enders, sixteen feet long, each capable of seating twenty-two people. The main office of the Short system is at Cleveland.

On Thursday of next week the street railroad executive committee will meet at Philadelphia, when contracts for the rails, wires and poles will be let. Tracks are to be double wherever possible, dispensing with switches where practicable. Heavy steel girders will be laid, resting on steel chairs, these chairs being attached to cross-ties laid below the pavement. The frogs and switches will be of steel, instead of iron as at present.

The company has now secured the signatures of the necessary number of property owners, it is said, giving it the right to erect poles and string wires on East Main street, West avenue, West Main street, Lake avenue, North and South St. Paul streets, North Clinton street, University avenue, Park avenue, Monroe avenue, Exchange street, and several of the other routes.

The farmers can, perhaps, glean some comfort from the fact that, according to Prof. Gleed, in the Forum, there are no more free lands for general agriculture. In June, 1880, the government still had 17,800,000 acres of land. In June, 1883, only 5,000,000 acres remained, and this has long since become private property. It is clear that, in a general way, land fit for agriculture can no longer be had from the federal government. It seems to the writer that the prostration of the farming industry, and the low price of the older farm lands everywhere in the United States are partly due to the fact that they have been competing, in a sense, with the practically free arable lands of the public domain. This competition has now ceased, and it appears reasonable to anticipate a substantial rise in the value of agricultural lands everywhere, and especially in the Western States.

A LEAK IN THE CONDUIT.

Water in Rush Reservoir Falls Eighteen Inches in 24 Hours.

Friday last a leak occurred in the Hemlock lake conduit about three miles north of Richmond mills. Saturday efforts were made to stop the leak without shutting off the water. This was not successful, however, and yesterday morning the water on the section of pipe between the lake and Rush reservoir was shut off and the repairs made. The water was turned on again to-day. This is the first time in over a year that the water has been shut off. In the twenty-four hours during which the water was shut off Rush reservoir fell one and one-half feet and now contains thirteen feet of water.

Martin W. Cooke is here with a bill to repeal the act of 1889 by which Rochester was exempted from the provisions of the Cantor act. Just who is behind this movement is a conundrum.

[illegible] Country Roads.

Editor Union and Advertiser:

The wisdom of Gov. Hill's suggestion as to the roads of the Empire State is unimpeachable, save by that kind of a being of whom Sidney Smith says: "He *is so old* that *he will* not be taught;" and, therefore, we leave him where he belongs, in the slough of ignorance. We are happy to know that the Rochester Chamber of Commerce had brains enough to enter upon this question fairly, honestly and prudently, acting as men of this day and not as individuals of sixty years ago. In that swamp day the noble farmers were content to drive the "one hoss shay," or to ride in some lumber wagon that Barnum would be happy to exhibit to the astonished multitude. But most of these lovers of log houses, mud and stick chimneys, Dutch fire-places, basswood floors, sanded rooms, post bedsteads, garrets, ladders to go aloft, and all the delights of that primitive time, have long been laid under the daisies, and we trust their spirits are in a better country. We live, breathe, move, and have our being in a very different age and are not content, like Rip Van Winkle, to wander about mourning over the dead and dusty past. Strange that men of the nineteenth century should not learn wisdom from old Rome; that laid out her grand roads from the Eternal City like mighty conduits, branching and ramifying through the different portions of her empire! Rome fell; but her roads are living monuments of her former glory. We should live, not only for the present, but for the future, and the generations to come. In all countries, the sages who have left behind them unimperishable records, have been as Solon, or Marcus Aurilius, lovers of man, and the blessings that elevate him in the scale of happiness. If then, the comforts, conveniences, and delights of this life are measured by actual experience of daily existence, he is a wise man who is able to lay out some plan that will bring about these results. The Empire State is practically out of debt; and as the head of the great Republic, in beauty, glory, and wealth, she should now listen to Gov. Hill and assert her supremacy, by constructing grand highways from New York to Buffalo, from Elmira to Plattsburg, spreading out as Louis Napoleon arranged the avenues of modern Paris.

Penny men and penny legislators have ever been the curse of all good governments; rocks in the march of improvement; stumbling blocks both at home and abroad; irrepressible grunters who have never benefited State, city or county by their spider existence. Thanks to the native liberality of the people of the great cities the time is close at hand when such persons will find themselves, like mile-posts, with the flyers of progress leaving them as dead men. State roads would ensure dispatch, ease, comfort, convenience, and make the business of the State regular at all seasons of the year. They would be so managed that in bad years the traveling public would rest assured of that pleasant transit, which is ever worthy of remark when passing over macadamized roads. We could then laugh at the rains, snows or blizzards that at different times render travel almost impossible and banish at once all idea of comfort. This last winter has, as all know, been one of the worst of which we have any knowledge, so far as travel on the highway is concerned. Mud, rain, frost, slush, hubs, and curses generally, have been the fashion; and the recording angel will have, in all probability, many black pages against very many good citizens for the days that are gone. We should not thus have our better natures jolted out of balance by roughness, but our pathway and roadway through life made as comfortable as possible, especially when a few extra mills of taxation would overcome all obstacles. Who would be the gainer? Every farmer in the whole State, and every business man in city and village. Horses would be saved; wagons preserved; better prices for products; provisions fresher; better buildings on the highways; farms improved in tillage; shady avenues; delightful drives; the city and country bowing and meeting all hours of the day; a general spirit of culture; boorishness disappearing, and the whole State putting on her gala dress of prosperity and contentment. If any individual doubts this statement, let him ask any old Medina merchant or Ridgeway farmer as to the condition of affairs when William Pells had charge of the road that leads out of Medina to the Ridge. Or the farmers of Henrietta, Honeoye and Lima can call back the days when the daily stages passed from Rochester over the good roads with many a happy lad and lass to and from the Genesee College and Seminary. The Utica convention is demonstrating to the public that from one end of the State to the other, there is a deep and earnest feeling over the present condition of our roads. If they will but listen to the voice of the business centers; to men who have something else to do besides eating two meals a day and snoozing in their old rocking chairs; and occasionally waking up to grunt or groan over the *awful* con[dition] of the country, we shall have rea[son] to hope that Albany will have wisdom [eno]ugh to follow Gov. Hill and give us [go]od State and country roads.

D. S. C.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle
MARCH 26, 1890.

LETTING THE CONTRACT

The Short System Adopted by the Street Railway Company.

WORK TO BEGIN AT ONCE

The Motors Will Begin to Arrive Within Thirty Days—Track Laying to Begin as Soon as Possible—Vestibule Street Cars.

Powers Hotel sheltered at various times yesterday and last evening a good share of the prominent electrical contractors and electrical experts of the country together with nearly all the capitalists interested in Rochester's new street railway company. They were here to attend the letting of the contract for the motors and dynamos for the system of electrical transportation which is to be introduced here by the new street railway company.

There were present H. Sellers McKee, chairman of the executive committee of the company, Murray A. Verner, superintendent, Thomas De Witt Cuyler, of Philadelphia, Richard W. Clay, of Philadelphia, E. E. Denniston, of Philadelphia, John N. Beckley and Arthur Luetchford, of this city, representing the street car company; Professor Sidney H. Short, Frank A. Rogers, George and John Sinclair, all of Cleveland, representing the Short system of transit; Eugene Griffin, H. L. Carghill and Winthrop Coffin, of Boston, representing the Thompson-Houston system; Edward E. Higgins, of Buffalo, representing the Sprague system, and Harold P. Brown, of New York, J. F. Barry, of New York, and T. J. McTighe, of Washington, electrical experts in the employ of the company.

Sometime ago the company employed the experts Messrs. Brown, Barry and McTighe to examine into the relative merits of the various electric systems of the country and report to them which one would be the best suited for their purposes. The experts made their final report yesterday. They reported that in their opinion the Short system was the most noiseless and in every way the best suited to the wants of the new company and on this report a contract with the representatives of the Short system was closed.

The Short system is practically the Brush system and the home office of the company is at Cleveland. The contract entered into yesterday is for 200 fifteen horse power motors for propelling 100 sixteen foot cars and generators or dynamos capable of producing 1,100 horse power. The company is to begin the delivery of the motors within thirty days and will deliver them after that time as fast as they are required. The Short system people were jubilant over their success in obtaining this contract and the Thompson-Houston people were very much disappointed. The fact that the Short system has been adopted for Rochester means that it will probably be adopted on all roads owned by the syndicate which owns and operates the Rochester street railways, and, as will be seen, it was a contract well worth having.

Next week Thursday the executive committee of the street railway company will meet at Philadelphia, and at that time the contracts for the rails, wires, poles, all overhead work and everything of that kind will be let. The company will begin work in this city as soon as the streets can be dug up. All old rails will be taken up and new steel rails of the latest pattern laid. The tracks will be double everywhere that it is possible to lay them so, and switches will be dispensed with as far as possible. The road-bed will be just as good as it can be made and the total expense of the change from horse power to electricity will be $2,000,000.

The company will sell all the cars now in use and has ordered 100 new vestibule street cars. These cars will be sixteen feet in length and will be of the latest and most improved pattern. At either end will be vestibules of glass in which the driver or operator will be stationed. This will protect him from the inclemency of the weather. The cars will seat twenty-two people and each car will be in charge of a conductor.

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In speaking of this matter last evening John N. Beckley said: "These gentlemen have not as yet signed the agreement and I do not know whether they will or will not. Our canvassers have been to them and we have been to them ourselves but they still refuse to consent. If they do not, why of course we can do nothing, and will have to run horse cars to Vincent Place and issue transfer tickets. It lies entirely with these gentlemen whether State street has or has not rapid transit."

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It is a sad state of facts which is presented in the annual report of the New York state assessors. In all the counties of this great commonwealth land in villages and cities is constantly appreciating, and farm land as constantly depreciating. There is nothing new in this showing. Every one who is familiar with real estate values, has long known it. Any one who has a farm for sale is painfully aware of it. Savings Banks' directors recognize it in their loans, and the farmers themselves are oppressed by it. We recently published certain statements concerning the depreciation of New England farms, but farms in New York are in a similar, although not so aggravated, depression as those of New England.

It were a long story to detail all the causes which have brought about this lamentable condition—for it is lamentable when farming lands go down and town lots go up. It is not, however, chargeable to the protective tariff, as the free traders assert. We have referred to this elsewhere, and are prepared to meet the sciolism of free trade zealots, at any time, upon this issue. It does arise from the competition of the cheap, yet fertile, acres of the West and the low freights it obtains. The farmers have not been able to sell their products at remunerative prices, a... had to pay heavily ... employed in raising crops ... sons have abandoned the p... and are seeking their fortu... trade rivalries of the tow... can look upon the inordina... cities without an apprehens... yet to flow from such aggre... lation.

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HE REPLIES TO GEORGE W. ALDRIDGE.

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The following open letter, called out by the communication from George W. Aldridge published yesterday, bears its explanation within itself.

To George W. Aldridge, Executive Board:

DEAR SIR: Since seeing your open letter to me in the morning papers, I have re-read carefully the passages in my last Sunday's sermon to which you take exception, and I find in them nothing which, in my judgment, needs to ...

... new bridge, was sold this forenoon to Martin J. Calihan for $300. The purchaser will use the material in a six-story building which he is about to erect on Center street in place of the one crushed by the fall of the Hunt building when it was burned. George W. Aldridge was salesman of the property which included a lot of shafting. The shafting was bought by F. P. Mic... for $130. It included a quantity of line shafting, and a vertical shaft and water wheel in the wheel pit. The condition of the sale requires that the building be taken down by May 4th.

TREASURER DAVIS

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Ex-City Treasurer Davis was to have been arraigned before Judge Adams in the Oyer and Terminer this morning, but the matter was unexpectedly postponed. It seems to be understood generally that Mr. Davis will plead guilty. He has expressed this determination repeatedly and has deferred action in the matter only because he desired to say farewell to his friends, settle his affairs as far as they are capable of settlement and make the necessary provision for his family. It was decided last week that Mr. Davis should be arraigned before Judge Adams at 9 o'clock this morning. It was understood that he would plead guilty, be sentenced and taken at once to Auburn before he was exposed to condolences from the curious or unwisely friendly.

... stranger who can spend only a few days over it. Therefore this ground I will not trench upon, not even having seen the ground, only these printed reports. It is my hope that your citizens may truly realize the justness of your conclusions and hope they may have already taken the proper measures to build a new conduit from Hemlock Lake and its sister.

That great saving of water can be had through the use of meters is true. I believe in them and always advocate their use. But in a water supply there is something beyond mere saving of water. The well being of every interest in a city depends upon an efficient, abundant and *never-failing* water supply, and here it is that safety from interruption for even a single day is of more importance than saving. This being first, meters should come in second.

Hoping not to have seemed officious in any of my remarks and that your plans may succeed, I am,

Most truly yours,
PHINEHAS BALL.

GOOD-BYE TO BOB-TAILS

CONTRACTS LET FOR ELECTRIC CARS IN THIS CITY.

There Will be One Hundred Vestibuled, Double-end Cars, Each With a Conductor—Description of the System Adopted by the Street Railroad Company.

As a result of the meeting of the street railroad company's executive committee yesterday afternoon the Short electrical system has been adopted for this city. In two or three weeks, it is said, the work of replacing the present tracks with steel rails of the latest pattern will be commenced. Officials of the road say that all the main lines will be equipped by fall. New cars, to the number of 100, are to be secured and the old rolling stock will be sold.

The representatives of the Short system, including Prof. S. H. Short and Vice-President Potter of the Cleveland Brush Electric Company left the city last evening in a happy frame of mind, caused by their victory over competing electric companies. A committee of electric experts, employed by the street railway people, recommended the Short system as the most noiseless and this recommendation had doubtless great weight. It is said that with this system the cars make no more noise than horse cars do now. The contract calls for 200 motors of fifteen horse power each and generators to produce 1,100 horse power. There will be two motors on each car. Within a month the company is to commence the delivery of these motors. The cars will be vestibuled, double enders, sixteen feet long, each capable of seating twenty-two people. The main office of the Short system is at Cleveland.

On Thursday of next week the street railroad executive committee will meet at Philadelphia, when contracts for the rails, wires and poles will be let. Tracks are to be double wherever possible, dispensing with switches where practicable. Heavy steel girders will be laid, resting on steel chairs, these chairs being attached to cross-ties laid below the pavement. The frogs and switches will be of steel, instead of iron as at present.

The company has now secured the signatures of the necessary number of property owners, it is said, giving it the right to erect poles and string wires on East Main street, West avenue, West Main street, Lake avenue, North and South St. Paul streets, North Clinton street, University avenue, Park avenue, Monroe avenue, Exchange street, and several of the other routes.

The farmers can, perhaps, glean some comfort from the fact that, according to Prof. Gleed, in the Forum, there are no more free lands for general agriculture. In June, 1880, the government still had 17,800,000 acres of land. In June, 1883, only 5,000,000 acres remained, and this has long since become private property. It is clear that, in a general way, land fit for agriculture can no longer be had from the federal government. It seems to the writer that the prostration of the farming industry, and the low price of the older farm lands everywhere in the United States are partly due to the fact that they have been competing, in a sense, with the practically free arable lands of the public domain. This competition has now ceased, and it appears reasonable to anticipate a substantial rise in the value of agricultural lands everywhere, and especially in the Western States.

A LEAK IN THE CONDUIT.

Water in Rush Reservoir Falls Eighteen Inches in 24 Hours.

Friday last a leak occurred in the Hemlock lake conduit about three miles north of Richmond mills. Saturday efforts were made to stop the leak without shutting off the water. This was not successful, however, and yesterday morning the water on the section of pipe between the lake and Rush reservoir was shut off and the repairs made. The water was turned on again to-day. This is the first time in over a year that the water has been shut off. In the twenty-four hours during which the water was shut off Rush reservoir fell one and one-half feet and now contains thirteen feet of water.

Martin W. Cooke is here with a bill to repeal the act of 1889 by which Rochester was exempted from the provisions of the Cantor act. Just who is behind this movement is a conundrum.

... and Country Roads.

Editor Union and Advertiser:

The wisdom of Gov. Hill's suggestion as to the roads of the Empire State is unimpeachable, save by that kind of a being of whom Sidney Smith says: "He is *so old* that he *will* not be taught;" and, therefore, we leave him where he belongs, in the slough of ignorance. We are happy to know that the Rochester Chamber of Commerce had brains enough to enter upon this question fairly, honestly and prudently, acting as men of this day and not as individuals of sixty years ago. In that swamp day the noble farmers were content to drive the "one hoss shay," or to ride in some lumber wagon that Barnum would be happy to exhibit to the astonished multitude. But most of these lovers of log houses, mud and stick chimneys, Dutch fire-places, basswood floors, sanded rooms, post bedsteads, garrets, ladders to go aloft, and all the delights of that primitive time, have long been laid under the daisies, and we trust their spirits are in a better country. We live, breathe, move, and have our being in a very different age and are not content, like Rip Van Winkle, to wander about mourning over the dead and dusty past. Strange that men of the nineteenth century should not learn wisdom from old Rome; that laid out her grand roads from the Eternal City like mighty conduits, branching and ramifying through the different portions of her empire! Rome fell; but her roads are living monuments of her former glory. We should live, not only for the present, but for the future, and the generations to come. In all countries, the sages who have left behind them unimperishable records, have been as Solon, or Marcus Aurilius, lovers of man, and the blessings that elevate him in the scale of happiness. If then, the comforts, conveniences, and delights of this life are measured by actual experience of daily existence, he is a wise man who is able to lay out some plan that will bring about these results. The Empire State is practically out of debt; and as the head of the great Republic, in beauty, glory, and wealth, she should now listen to Gov. Hill and assert her supremacy, by constructing grand highways from New York to Buffalo, from Elmira to Plattsburg, spreading out as Louis Napoleon arranged the avenues of modern Paris.

Penny men and penny legislators have ever been the curse of all good governments; rocks in the march of improvement; stumbling blocks both at home and abroad; irrepressible grunters who have never benefited State, city or county by their spider existence. Thanks to the native liberality of the people of the great cities the time is close at hand when such persons will find themselves, like mile-posts, with the flyers of progress leaving them as dead men. State roads would ensure dispatch, ease, comfort, convenience, and make the business of the State *regular* at all seasons of the year. They would be so managed that in bad years the traveling public would rest assured of that pleasant transit, which is ever worthy of remark when passing over macadamized roads. We could then laugh at the rains, snows or blizzards that at different times render travel almost impossible and banish at once all idea of comfort. This last winter has, as all know, been one of the worst of which we have any knowledge, so far as travel on the highway is concerned. Mud, rain, frost, slush, hubs, and curses *generally*, have been the *fashion*; and the *recording* angel will have, in all probability, many black pages against very many good citizens for the days that are gone. We should not thus have our better natures jolted out of balance by roughness, but our pathway and roadway through life made as comfortable as possible, especially when a few extra mills of taxation would overcome all obstacles. Who would be the gainer? Every farmer in the whole State, and every business man in city and village. Horses would be saved; wagons preserved; better prices for products; provisions fresher; better buildings on the highways; farms improved in tillage; shady avenues; delightful drives; the city and country bowing and meeting all hours of the day; a general spirit of culture; boorishness disappearing, and the whole State putting on her gala dress of prosperity and contentment. If any individual doubts this statement, let him ask any old Medina merchant or Ridgeway farmer as to the condition of affairs when William Pells had charge of the road that leads out of Medina to the Ridge. Or the farmers of Henrietta, Honeoye and Lima can call back the days when the daily stages passed from Rochester over the good roads with many a happy lad and lass to and from the Genesee College and Seminary. The Utica convention is demonstrating to the public that from one end of the State to the other, there is a deep and earnest feeling over the present condition of our roads. If they will but listen to the voice of the business centers; to men who have something else to do besides eating two meals a day and snoozing in their old rocking chairs; and occasionally waking up to grunt or groan over the *awful* condition of the country, we shall have reason to hope that Albany will have wisdom enough to follow Gov. Hill and give us good State and country roads.

D. S. C.

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Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle
MARCH 26, 1890.

LETTING THE CONTRACT

The Short System Adopted by the Street Railway Company.

WORK TO BEGIN AT ONCE

The Motors Will Begin to Arrive Within Thirty Days—Track Laying to Begin as Soon as Possible—Vestibule Street Cars.

Powers Hotel sheltered at various times yesterday and last evening a good share of the prominent electrical contractors and electrical experts of the country together with nearly all the capitalists interested in Rochester's new street railway company. They were here to attend the letting of the contract for the motors and dynamos for the system of electrical transportation which is to be introduced here by the new street railway company.

There were present H. Sellers McKee, chairman of the executive committee of the company, Murray A. Verner, superintendent, Thomas De Witt Cuyler, of Philadelphia, Richard W. Clay, of Philadelphia, E. E. Denniston, of Philadelphia, John N. Beckley and Arthur Luetchford, of this city, representing the street car company; Professor Sidney H. Short, Frank A. Rogers, George and John Sinclair, all of Cleveland, representing the Short system of transit; Eugene Griffin, H. L. Carghill and Winthrop Coffin, of Boston, representing the Thompson-Houston system; Edward E. Higgins, of Buffalo, representing the Sprague system, and Harold P. Brown, of New York, J. F. Barry, of New York, and T. J. McTighe, of Washington, electrical experts in the employ of the company.

Sometime ago the company employed the experts Messrs. Brown, Barry and McTighe to examine into the relative merits of the various electric systems of the country and report to them which one would be the best suited for their purposes. The experts made their final report yesterday. They reported that in their opinion the Short system was the most noiseless and in every way the best suited to the wants of the new company and on this report a contract with the representatives of the Short system was closed.

The Short system is practically the Brush system and the home office of the company is at Cleveland. The contract entered into yesterday is for 200 fifteen horse power motors for propelling 100 sixteen foot cars and generators or dynamos capable of producing 1,100 horse power. The company is to begin the delivery of the motors within thirty days and will deliver them after that time as fast as they are required. The Short system people were jubilant over their success in obtaining this contract and the Thompson-Houston people were very much disappointed. The fact that the Short system has been adopted for Rochester means that it will probably be adopted on all roads owned by the syndicate which owns and operates the Rochester street railways, and, as will be seen, it was a contract well worth having.

Next week Thursday the executive committee of the street railway company will meet at Philadelphia, and at that time the contracts for the rails, wires, poles, all overhead work and everything of that kind will be let. The company will begin work in this city as soon as the streets can be dug up. All old rails will be taken up and new steel rails of the latest pattern laid. The tracks will be double everywhere that it is possible to lay them so, and switches will be dispensed with as far as possible. The road-bed will be just as good as it can be made and the total expense of the change from horse power to electricity will be $2,000,000.

The company will sell all the cars now in use and has ordered 100 new vestibule street cars. These cars will be sixteen feet in length and will be of the latest and most improved pattern. At either end will be vestibules of glass in which the driver or operator will be stationed. This will protect him from the inclemency of the weather. The cars will seat twenty-two people and each car will be in charge of a conductor.

The company's canvassers have now secured the right to erect poles and sling wires in the following streets: East Main street, West avenue, West Main street, Lake avenue, North and South St. Paul streets, North Clinton street, University avenue, Park avenue, Monroe avenue, Exchange street and several of the other routes. The only trouble which has been encountered has been on State street, south of Central avenue. It is understood that Messrs. Powers, Ellwanger & Barry, Elwood, Butts, Wisner, McAlpin and Mackie, have not yet agreed to the proposed change. By law, the company must have the consent of the owners of half of the assessed valuation of the property.

In speaking of this matter last evening John N. Beckley said: "These gentlemen have not as yet signed the agreement and I do not know whether they will or will not. Our canvassers have been to them and we have been to them ourselves but they still refuse to consent. If they do not, why of course we can do nothing, and will have to run horse cars to Vincent Place and issue transfer tickets. It lies entirely with these gentlemen whether State street has or has not rapid transit."

It is probable that the greater portion of the routes will remain as they now are, although some of them will be straightened. It is expected to be at work within a few weeks, but just when the change will be completed cannot be definitely stated.

FARM LANDS DEPRECIATING.

It is a sad state of facts which is presented in the annual report of the New York state assessors. In all the counties of this great commonwealth land in villages and cities is constantly appreciating, and farm lands are as constantly depreciating. There is nothing new in this showing. Every one who is familiar with real estate values, has long known it. Any one who has a farm for sale is painfully aware of it. Savings Banks' directors recognize it in their loans, and the farmers themselves are oppressed by it. We recently published certain statements concerning the depreciation of New England farms, but farms in New York are in a similar, although not so aggravated, depression as those of New England.

It were a long story to detail all the causes which have brought about this lamentable condition—for it is lamentable when farming lands go down and town lots go up. It is not, however, chargeable to the protective tariff, as the free traders assert. We have referred to this elsewhere, and are prepared to meet the sciolism of free trade zealots, at any time, upon this issue. It does arise from the competition of the cheap, yet fertile, acres of the West and the low freights it obtains. The farmers have not been able to sell their products at remunerative prices, and they have had to pay heavily for the labor employed in raising crops. The farmers' sons have abandoned the parental roof-tree and are seeking their fortunes in the piece trade rivalries of the towns. No patriot can look upon the inordinate growth of our cities without an apprehension of the results yet to flow from such aggregations of population.

Then it is, of course, true that the farmer feels poorer than he is, from the system of false bookkeeping which he practices. He is apt to figure simply upon the amount he receives and that which he pays out and strike the balance as his profits for the year, without computing what he has gotten out of his land in the way of a living. Add to this the unjust proportion of taxes which real estate bears in proportion to personal property, and the reasons for the depreciation of farming property are reached. But the reasons do not relieve the situation. That remains, despite economic formulas and philosophic appeals. The evil exists. Who shall suggest the remedy? The problem is one of the most exigent, as well as the most difficult, with which we have to deal. Where is the statesman or political-economist who can solve it?

The Art Club.

The officers of the Rochester Art Club regret extremely that the arrangements already made for the spring exhibition will render it necessary for the club to take possession of the rooms of the Chamber of Commerce on May 22d, and to make it impossible for the Afro-American League to occupy it on the evening of that day. With every possible disposition to oblige the league in this matter, it was found that it would be practically impossible to postpone the day fixed for beginning preparations without postponing for several days the opening of the exhibition. As the art club's circulars have already been sent out, such postponement would cause great inconvenience and confusion. It was therefore amicably and definitely settled yesterday, after a long conference between the officers of the art club, members of the Chamber of Commerce and the banquet committee of the league, that the art club should not be and ought not to be asked to give up its prior right to the rooms on May 22d.

A YEAR'S FREIGHT MOVEMENT.

The official statement sent out by the bureau on statistics of the joint committee shows that during the year 1889 1,245,710 tons of freight were shipped from New York by rail to Western points. Of this amount 456,404 tons were billed to Chicago and points beyond, 80,894 to St. Louis, 63,920 to Cincinnati, 18,975 to Indianapolis, 16,978 to Louisville, and 5,256 to Peoria. The distribution among the initial lines was as follows:

	Per cent.
New York Central	22.09
Erie	20.87
Pennsylvania	22.55
Baltimore & Ohio	6.39
D., L. & W.	11.06
West Shore	9.65
Lehigh Valley	5.80
N. Y. O. & Western	1.59
Total	100.00

The City Affairs.

There were, for a wonder, no new developments in regard to Rochester's municipal affairs yesterday. The letter to Senator Fassett from the secretary and president of the Chamber of Commerce was written and forwarded in accordance with the action of the executive committee on Monday afternoon.

Senator Richardson's state highway bill, which is favored by the Rochester Chamber of Commerce, is now in general orders in the Upper House. He thinks its chances of receiving favorable consideration are very encouraging.

Portrait of Mayor Parsons.

After April 7th it will be ex-Mayor Parsons. In anticipation of that event his honor has caused a portrait of himself to be prepared, in accordance with the custom, to hang in the common council chamber among the portraits of the ex-mayors. The portrait is of crayon and a striking likeness. It was executed by Alderman Thayer and forms a flattering tribute to his skill. The handsome frame bears a plate on which is this inscription: "Cornelius R. Parsons, April, 1876—April, 1890." The picture is now in the mayor's office.

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The following open letter, called out by the communication from George W. Aldridge published yesterday, bears its explanation within itself.

To George W. Aldridge, Executive Board:

DEAR SIR: Since seeing your open letter to me in the morning papers, I have re-read carefully the passages in my last Sunday's sermon to which you take exception, and I find in them nothing which, in my judgment, needs to be changed, explained, or withdrawn. And inasmuch as I have no desire to become involved in a public controversy on this subject, it is personal courtesy to yourself which alone leads me to reply.

Permit me to call your attention to one important point in which, unintentionally, as I do not doubt, you fail to represent me correctly. You say that I charged from my pulpit that our City hall had became "a nest of unclean birds." What I said was this—and the words occur in the report from which you quote—"Without tangible evidence to support it, such as would be sufficient proof in a court, the belief is general that our City hall has become a nest of unclean birds"—a very different and far more serious statement than any personal charge of mine could have been. The general belief may or may not be well founded. But that the belief exists, and existed before the defalcation in the treasury was known, is in my opinion strictly true.

You also refer to my assertion that "a large proportion of our highest city officials were aware of the loose and dishonest management of the treasury." Of this I would say that, aside from the actual thefts of the defaulting treasurer, the number and character of the so-called "irregularities" and the utter disregard of the law in that office, of which "a large proportion of our highest city officials" do not claim to have been ignorant, are amply sufficient to justify the characterization of the management as "loose and dishonest." Of the graver misdoings of the ex-treasurer you say, "Very many of the city officials, of both low and high degree, are absolutely faultless of any part in, or suspicion of" them. You seem to be very careful not to say that all were.

Whether or not I spoke justly concerning the sympathy shown the ex-treasurer, I am willing to leave to the judgment of the people, in whose minds the facts are fresh.

Concerning the morals of the city service, there was some of my language that was stronger than that to which you objected. I said, "Intemperance and licentiousness prevail to such an extent in the city service * * * that it is almost as much as a young man's soul is worth to enter it." I re-affirm it now; and I know only too well whereof I speak. No sensible person supposes that I meant to charge every last man in the employ of the city with these vices, or would have supposed it if I had not taken pains to say in the middle of that sentence, "There are notable exceptions, of course, which you will be sure to make." I am glad to believe that these exceptions constitute a goodly proportion of the whole number, and that, according to your statement, they are well represented in the service of the executive board. But that does not alter the fact that political life in Rochester—as unhappily in so many other American cities—is notoriously demoralizing.

The preaching of the sermon referred to was a difficult and painful task. That I tried to perform the duty without fear or favor, but also with discrimination and charity, the only evidence that I can offer is the sermon itself. I am willing to be judged by that; and as it is before the public in its full text, I may properly consider this, so far as I am concerned, an end of the controversy.

W. R. TAYLOR.

Rochester, March 25, 1890.

The Post-Express.
ROCHESTER, WEDNESDAY, MARCH 26.

WATER WORKS SYSTEM.

Annual Report of the Common Council Committee.

From the annual report of the water works committee of the common council the following figures are taken: Amount included in last tax levy, $58,000; mains laid during year 11 23-100 miles, total to date 215 61-100 miles; fire hydrants set during year 140, total to date 2,0[illegible]3; stop valves set during year 147, total to date 2,374; amount advanced by private parties for extension of mains, $2,962.54.

The report says: "It is believed that there remains sufficient money in the fund to furnish all incompleted extensions but the fund will be practically exhausted when this is done. To pay for any further extensions which the council may determine to authorize, money must be provided from the proceeds of the next tax levy. The petitions already on file in the water department would, if granted, require an expenditure of about $50,000. Other petitions will unquestionably be presented in large numbers for some time to come." The report concludes with a warning that undue increase in water pipe extension will only intensify the present condition of scarcity of water.

Platt Street Bridge Approach.

The Michel building at the foot of Platt street, which is to be removed to make way for the new bridge, was sold this forenoon to Martin J. Calihan for $300. The purchaser will use the material in a six-story building which he is about to erect on Center street in place of the one crushed by the fall of the Hunt building when it was burned. George W. Aldridge was salesman of the property which included a lot of shafting. The shafting was bought by F. P. Michel for $130. It included a quantity of line shafting, and a vertical shaft and water wheel in the wheel pit. The condition of the sale requires that the building be taken down by May 4th.

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Ex-City Treasurer Davis was to have been arraigned before Judge Adams in the Oyer and Terminer this morning, but the matter was unexpectedly postponed. It seems to be understood generally that Mr. Davis will plead guilty. He has expressed this determination repeatedly and has deferred action in the matter only because he desired to say farewell to his friends, settle his affairs as far as they are capable of settlement and make the necessary provision for his family. It was decided last week that Mr. Davis should be arraigned before Judge Adams at 9 o'clock this morning. It was understood that he would plead guilty, be sentenced and taken at once to Auburn before he was exposed to condolences from the curious or unwisely friendly.

Late yesterday afternoon Mr. Davis sought the district attorney and asked that the arraignment be postponed until Friday morning in order to give him an opportunity to see his brother-in-law, who is on his way north from his home in Florida. The consent of Judge Adams was obtained and everything was supposed to be settled. Mr. Davis's friends, however, interposed. They, together with his family and his bondsmen, wished the suspense over, and Mr. Davis, on second thought, was not loth to acquiesce, so the arraignment was set down for this morning at 9.30 o'clock. Every one, including the judge, and the district attorney, imagined that the matter was at last definitely settled. Although the affair had been kept very quiet, it was generally known in the court house and among attorneys that the ex-city treasurer's case was to come up and at 9.30 o'clock all the best seats were taken, Judge Adams arriving promptly at the hour above mentioned. After the jury in the Taylor case had reported there were several minutes of silence. There was a general buzz all over the court room, caused by the discussion of the probable outcome of the case.

At 9.40 John N. Beckley, Mr. Davis's attorney, arrived and held a whispered consultation with Judge Adams. County Judge Werner also took part in the consultation. When Mr. Beckley and Judge Werner retired it was announced that the Davis case was postponed again. A POST-EXPRESS reporter immediately sought Judge Adams and asked an explanation of the reasons for the postponement. His honor said that Mr. Beckley had stated that he was very busy with street car matters to-day. He stated to the judge that this business was of great importance, and asked that the case be postponed in order that he might attend to it. Judge Adams finally consented, and the matter was set down for 9 o'clock to-morrow morning, to which hour the court will adjourn at the close of to-night's business.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 26, 1890.

WATER SUPPLY QUESTION.

Opinion Expressed by a Well-known Eastern Engineer.

Chief Engineer Tubbs has received the following communication from Phinehas Ball, who is one of the most distinguished engineers in the country, and is also the president of a water meter manufacturing company; the letter being without solicitation on Mr. Tubb's part:

WORCESTER, Mass., March 25, 1890.

J. Nelson Tubbs, Esq., City Engineer, Rochester, N. Y.:

MY DEAR SIR—Mr. I. P. K. Otis has called my attention to your valuable reports on an additional water supply for your city. This was some time ago, and owing to many causes not needful to explain here, have not until quite recently sat down to a careful perusal of them. A word in relation to the subject matter by me may not be out of place; if it is, please pardon the intrusion. Of the main contention in your report that the first duty of your city lies in the direction of laying an additional conduit and providing more storage, this position seems well taken. From your statement of your present draft upon the conduit now in use it is evident you cannot safely wait longer. The use by your citizens coupled with their entire reliance upon your water supply makes it a necessity to procure more water by means of new mains before other methods of utilizing your present supply is taken, at least by meters. A city as large as yours is not safe and cannot be with a supply drawn from a *single* long conduit as is yours. No steam plant supply is safe without a duplicate set of machinery and the same is true of a single line gravity system. These are now engineering truisms, and really admit of little argument. Hence I am in entire accord with all these views expressed so explicitly in your report.

Another recommendation of yours seems just and dictated by sound common sense as well as full of good engineering, and that is that Hemlock Lake should be utilized to exhaustion before looking elsewhere. Use up what you have before going elsewhere. This seems correct.

Of the various methods suggested or proposed, without a study of a map of the outlet and many features of the ground, no good opinion could be given for or against anyone. But this is true, your long, interested official connection with the works, must entitle your opinion to more confidence and ought to carry more weight with it than that of a stranger who can spend only a few days over it. Therefore this ground I will not trench upon, not even having seen the ground, only these printed reports. It is my hope that your citizens may truly realize the justness of your conclusions and hope they may have already taken the proper measures to build a new conduit from Hemlock Lake and its sister.

That great saving of water can be had through the use of meters is true. I believe in them and always advocate their use. But in a water supply there is something beyond mere saving of water. The well being of every interest in a city depends upon an efficient, abundant and *never-failing* water supply, and here it is that safety from interruption for even a single day is of more importance than saving. This being first, meters should come in second.

Hoping not to have seemed officious in any of my remarks and that your plans may succeed, I am, Most truly yours,

PHINEHAS BALL.

GOOD-EYE TO BOB-TAILS

CONTRACTS LET FOR ELECTRIC CARS IN THIS CITY.

There Will be One Hundred Vestibuled, Double-end Cars, Each With a Conductor—Description of the System Adopted by the Street Railroad Company.

As a result of the meeting of the street railroad company's executive committee yesterday afternoon the Short electrical system has been adopted for this city. In two or three weeks, it is said, the work of replacing the present tracks with steel rails of the latest pattern will be commenced. Officials of the road say that all the main lines will be equipped by fall. New cars, to the number of 100, are to be secured and the old rolling stock will be sold.

The representatives of the Short system, including Prof. S. H. Short and Vice-President Potter of the Cleveland Brush Electric Company left the city last evening in a happy frame of mind, caused by their victory over competing electric companies. A committee of electric experts, employed by the street railway people, recommended the Short system as the most noiseless and this recommendation had doubtless great weight. It is said that with this system the cars make no more noise than horse cars do now. The contract calls for 200 motors of fifteen horse power each and generators to produce 1,100 horse power. There will be two motors on each car. Within a month the company is to commence the delivery of these motors. The cars will be vestibuled, double enders, sixteen feet long, each capable of seating twenty-two people. The main office of the Short system is at Cleveland.

On Thursday of next week the street railroad executive committee will meet at Philadelphia, when contracts for the rails, wires and poles will be let. Tracks are to be double wherever possible, dispensing with switches where practicable. Heavy steel girders will be laid, resting on steel chairs, these chairs being attached to cross-ties laid below the pavement. The frogs and switches will be of steel, instead of iron as at present.

The company has now secured the signatures of the necessary number of property owners, it is said, giving it the right to erect poles and string wires on East Main street, West avenue, West Main street, Lake avenue, North and South St. Paul streets, North Clinton street, University avenue, Park avenue, Monroe avenue, Exchange street, and several of the other routes.

The farmers can, perhaps, glean some comfort from the fact that, according to Prof. Gleed, in the Forum, there are no more free lands for general agriculture. In June, 1880, the government still had 17,800,000 acres of land. In June, 1883, only 5,000,000 acres remained, and this has long since become private property. It is clear that, in a general way, land fit for agriculture can no longer be had from the federal government. It seems to the writer that the prostration of the farming industry, and the low price of the older farm lands everywhere in the United States are partly due to the fact that they have been competing, in a sense, with the practically free arable lands of the public domain. This competition has now ceased, and it appears reasonable to anticipate a substantial rise in the value of agricultural lands everywhere, and especially in the Western States.

A LEAK IN THE CONDUIT.

Water in Rush Reservoir Falls Eighteen Inches in 24 Hours.

Friday last a leak occurred in the Hemlock lake conduit about three miles north of Richmond mills. Saturday efforts were made to stop the leak without shutting off the water. This was not successful, however, and yesterday morning the water on the section of pipe between the lake and Rush reservoir was shut off and the repairs made. The water was turned on again to-day. This is the first time in over a year that the water has been shut off. In the twenty-four hours during which the water was shut off Rush reservoir fell one and one-half feet and now contains thirteen feet of water.

Martin W. Cooke is here with a bill to repeal the act of 1889 by which Rochester was exempted from the provisions of the Cantor act. Just who is behind this movement is a conundrum.

[illegible] and Country Roads.

Editor Union and Advertiser:

The wisdom of Gov. Hill's suggestion as to the roads of the Empire State is unimpeachable, save by that kind of a being of whom Sidney Smith says: "He is *so old* that he *will* not be taught;" and, therefore, we leave him where he belongs, in the slough of ignorance. We are happy to know that the Rochester Chamber of Commerce had brains enough to enter upon this question fairly, honestly and prudently, acting as men of this day and not as individuals of sixty years ago. In that swamp day the noble farmers were content to drive the "one hoss shay," or to ride in some lumber wagon that Barnum would be happy to exhibit to the astonished multitude. But most of these lovers of log houses, mud and stick chimneys, Dutch fire-places, basswood floors, sanded rooms, post bedsteads, garrets, ladders to go aloft, and all the delights of that primitive time, have long been laid under the daisies, and we trust their spirits are in a better country. We live, breathe, move, and have our being in a very different age and are not content, like Rip Van Winkle, to wander about mourning over the dead and dusty past. Strange that men of the nineteenth century should not learn wisdom from old Rome; that laid out her grand roads from the Eternal City like mighty conduits, branching and ramifying through the different portions of her empire! Rome fell; but her roads are living monuments of her former glory. We should live, not only for the present, but for the future, and the generations to come. In all countries, the sages who have left behind them unimperishable records, have been as Solon, or Marcus Aurilius, lovers of man, and the blessings that elevate him in the scale of happiness. If then, the comforts, conveniences, and delights of this life are measured by actual experience of daily existence, he is a wise man who is able to lay out some plan that will bring about these results. The Empire State is practically out of debt; and as the head of the great Republic, in beauty, glory, and wealth, she should now listen to Gov. Hill and assert her supremacy, by constructing grand highways from New York to Buffalo, from Elmira to Plattsburg, spreading out as Louis Napoleon arranged the avenues of modern Paris.

Penny men and penny legislators have ever been the curse of all good governments; rocks in the march of improvement; stumbling blocks both at home and abroad; irrepressible grunters who have never benefited State, city or county by their spider existence. Thanks to the native liberality of the people of the great cities the time is close at hand when such persons will find themselves, like mile-posts, with the flyers of progress leaving them as dead men. State roads would ensure dispatch, ease, comfort, convenience, and make the business of the State regular at all seasons of the year. They would be so managed that in bad years the traveling public would rest assured of that pleasant transit, which is ever worthy of remark when passing over macadamized roads. We could then laugh at the rains, snows or blizzards that at different times render travel almost impossible and banish at once all idea of comfort. This last winter has, as all know, been one of the worst of which we have any knowledge, so far as travel on the highway is concerned. Mud, rain, frost, slush, hubs, and curses generally, have been the *fashion*; and the *recording* angel will have, in all probability, many black pages against very many good citizens for the days that are gone. We should not thus have our better natures jolted out of balance by roughness, but our pathway and roadway through life made as comfortable as possible, especially when a few extra mills of taxation would overcome all obstacles. Who would be the gainer? Every farmer in the whole State, and every business man in city and village. Horses would be saved; wagons preserved; better prices for products; provisions fresher; better buildings on the highways; farms improved in tillage; shady avenues; delightful drives; the city and country bowing and meeting all hours of the day; a general spirit of culture; boorishness disappearing, and the whole State putting on her gala dress of prosperity and contentment. If any individual doubts this statement, let him ask any old Medina merchant or Ridgeway farmer as to the condition of affairs when William Pells had charge of the road that leads out of Medina to the Ridge. Or the farmers of Henrietta, Honeoye and Lima can call back the days when the daily stages passed from Rochester over the good roads with many a happy lad and lass to and from the Genesee College and Seminary. The Utica convention is demonstrating to the public that from one end of the State to the other, there is a deep and earnest feeling over the present condition of our roads. If they will but listen to the voice of the business centers; to men who have something else to do besides eating two meals a day and snoozing in their old rocking chairs; and occasionally waking up to grunt or groan over the *awful* condition of the country, we shall have reason to hope that Albany will have wisdom enough to follow Gov. Hill and give us good State and country roads.

H. E. O.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

CHAMBER OF COMMERCE.

A Letter to Senator Fassett Asking an Investigation.

Special Dispatch to the Union and Advertiser.

ALBANY, March 26.—From the Chamber of Commerce of Rochester there has come a letter to Senator Fassett asking that the Cities Committee come to Rochester and investigate the city government with special reference to the recent $60,000 defalcation by John A. Davis. Senator Fassett says he will lay the communication before the committee at the next meeting.

Democrat and Chronicle
MARCH 27, 1890.

THE CLEARING HOUSE

Finally Established by the Bankers of Rochester.

FOR CONVENIENCE OF BUSINESS

A Want That Has Long Been Felt in Financial Circles at Last Supplied—Members and Officers of the Clearing House.

The establishment of a clearing-house in Rochester, which was first discussed among the bankers just previous to the failure of the city bank, was finally effected yesterday at a meeting held in the office of the Traders' National Bank at which fourteen of the fifteen city banks were represented. The following are the officers of the new clearing-house: President, Henry C. Brewster; vice-president, Hobart F. Atkinson; secretary and treasurer, F. P. Allen; manager, E. H. Vredenburgh and committee, H. B. Hathaway, George E. Mumford and Haywood Hawks.

The need of a clearing-house in this city has long been apparent to bankers, Rochester having been behind many of the neighboring cities in this respect. The object of the clearing-house is to provide a common medium of exchange between the city banks at a saving of time and clerical labor. The method of work is this: each bank will send its messenger at the hour of opening the clearing-house with the checks which it holds upon the other banks. The total amount of these checks is charged to the credit of that bank by the manager of the clearing-house while the checks presented by the other messengers upon it are charged upon the debit side and a balance is struck. The messengers then exchange checks. Rochester clearing-house will be opened at 11:30 o'clock in the morning. From 12:30 o'clock until 1 o'clock the banks having a debit balance are expected to make their deposits and at 1:30 o'clock the credit members of the association will receive the amount of their balances. Errors in exchange and claims arising from the return of checks or from any other cause, are to be adjusted directly between the members who are parties to them, and not through the clearing house association. The checks and vouchers received by any member in the exchange of any day shall remain the property of the members presenting the same at the clearing-house, and shall be held only in trust by those receiving them until returned, or the amount thereof actually paid.

Each bank represented in the association pays $100 upon entering and the amount necessary to conduct the clearing-house thereafter will be assessed in proportion to the average amount which each member sends to the exchange. The responsibility of the Association is strictly limited to the faithful distribution by the manager, among the creditor members for the time being, of the sums actually received by him, and should any loss occur while the balances are in the custody of the manager, they shall be borne and paid by the associated banks and bankers proportionately as the other expenses of the Clearing House are paid.

The following members of the new association are: The Central Bank, Commercial National Bank, Flour City National Bank, German American Bank, Merchants Bank, Bank of Monroe, Rochester Trust and Safe Deposit Company, Traders National Bank, Union Bank, Amsden Bros., Daniel W. Powers, Rochester Savings Bank, Monroe County Savings Bank, Mechanics Savings Bank, East Side Savings Bank. The clearing-house will occupy rooms upon the first floor of the Powers Block near the state street entrance. It is expected that the exchange will be opened within two weeks.

LIVINGSTON.

Who Will Look After the Highways in the Town of Caledonia.

The commissioners of highways of the town of Caledonia have appointed the following path masters: District No. 1, Levi S. Budlong; 2, John Kyle; 3, John Gattenbee; 4, Henry Holenbeck; 5, K. L. McKenzie; 6, John McNaughton; 7, Robert Espie; 8, John P. Kelley; 9, Peter Grant; 10, Charles P. Rutherford; 11, William J. Maxwell; 12, Isaac Weeks; 13, Moses Roberts; 14, Alexander Campbell; 15, Peter P. Campbell; 16, Thomas Cooney, Sr.; 17, Allan McCorkendale; 18, Frank Leatherscich; 19, S. G. Boyd; 20, Duncan J. Sinclair; 21, Duncan McEwen; 22, George Krautwurst; 23, John C. McVean; 24, Patrick McQuillan; 25, Patrick Skelly; 26, Charles J. McKenzie; 27, Robert McKay; 28, Daniel McPherson; 29, John E. Hosmer; 30, Alexander F. Gordon; 31, Thomas Mooney; 32, Peter Campbell; 33, Duncan J. Campbell; 34, Patrick Moore; 35, William T. Bradley; 36, James C. Foote.

By [illegible] Senator Erwin succeeded [illegible] the Senate general [illegible] committee report to-day for consideration his bill reducing the legal rate of interest in this state from 6 to 5 per cent. This announcement created considerable surprise, as the general belief had been [illegible] the committee had [illegible] the measure. Western New York, as well as the metropolis, is stoutly opposed to the bill, and a vigorous effort will be made to defeat it in the Senate. Senator Erwin professes to be sanguine of saving it, however.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 27, 1890.

FOUR O'CLOCK.

WATER FOR SYRACUSE

The Senate Willing That the Salt City Should Have Skaneateles Lake Water.

A Bill for the Purchase of a State Prison Site in Ulster County.

Republican Legislators Still Looking for a Hole in Which to Put Governor Hill.

ALBANY, March 27.—Hendrick's bill allowing Syracuse to take its water from Skaneateles lake passed the Senate; ayes 27, noes 2, Roesch and Stewart of New York in the negative.

In Assembly Mr. Husted introduced a bill appropriating $100,000 for buying land at Fairview in Esopus, Ulster county, for a State prison site in accordance with the report of the Sing Sing Prison Commission. The Capitol Commissioner is to prepare plans for a prison to accommodate 2,000 convicts. The cost of the building shall not exceed $500,000. The new Capitol Commissioner and Superintedent of Prisons are charged with the duty of erecting the prison, for which $250,000 is appropriated. The superintendent of prisons shall select such Sing Sing convicts as he may deem expedient and for the interest of the State to work on the prison. After the completion of the new prison and the removal of the convicts to it, the commissioners of the land office are to advertise for the sale of the prison and lands at Sing Sing, and everything pertaining thereto not needed for the new prison. The money from the sale is to go to the general fund of the State.

Mr. Treadway, chairman of the Committee on Fisheries and Game, introduced a resolution requiring the New York district attorney to report what suits for violation of the game laws have been begun in his office since January 1, 1888; by what authority the suits were begun; what disposition has been made of them; which suits were settled without trial, and by what authority they were so settled. The resolution, which was passed, was introduced at the instance of State fish commissioners.

Special Dispatch to the Union and Advertiser.

ALBANY, March 27.—Before they had fairly recovered from the castigation administered Tuesday by Gov. Hill the Republicans in the Assembly started another scheme to put the Governor in a hole. This time it was a plan to pass Mr. Devo's bill repealing the "$2 per day" act of last year and then send it to the executive chamber as "a puzzler." On the consideration of the measure on second reading the labor representatives gave certain Republicans to understand that a vote for the repealing act would be disastrous. Although Mr. Devo's bill was sent to a third reading it will hardly pass, as in all the cities organized labor holds the balance of power and any legislator who disregards the wishes of this element is liable to be defeated.

The Assembly wasted the whole of yesterday's session talking nonsense, and last evening twenty-five bills were sent to a third reading, and there was plenty of oratory besides. New York and Brooklyn bills nearly always kick up a row when they come up, as it is hardly ever the case that the representatives of these villages can agree on any liberal measure. One of the bills progressed provides that these two cities shall be consolidated. Over this there was a grand song and dance, with the end men, Messrs. Connelly and Gibbs, at their best.

Mr. Blumenthal of New York is a chronic talker. Sometimes he says something and sometimes he simply orates. Last evening he turned loose on a bill relating to a Lockport water company and drew an imaginary picture of the Niagara river dammed up with reservoirs and aqueducts. Someone asked Mr. Andrus of Erie what ailed the New York statesman. "He set his mouth going and then went away and left it," was the reply.

Speaker Husted is determined to stop tomfoolery when there is business on hand. When the New York and Brooklyn consolidation bill was pending Tim Sullivan made several attempts to break up Orator Connelly by asking "irreverent" questions. Finally the general shook his prophetic finger at the gentleman from Paradise park and said: "You just sit down and keep quiet." Mr. Sullivan obeyed and his voice was not heard again during the session.

The [illegible] New York [illegible] good fight [illegible] representation in the local school board. At present not a single member of that body resides below Twenty-second street, and the gentlemen who favor the bill claim that the [illegible] representatives and the Republicans from the country districts joined hands. The motion to recommit was defeated and the bill was sent to a third reading.

Mr. L'Hommedieu's bill authorizing the Orleans County Agricultural Society to borrow money was ordered to a third reading last evening.

Twelve of the 140 bills lying in the general order pile were advanced to a third reading yesterday by the Senate. Less junketting and procrastination will be indulged in by the Senators for a time now till they catch up with their work a little closer.

It is a noticeable fact that while the Senate of this year is not one that can be fairly called hostile to labor interests, yet there is a very pronounced inclination apparent to sit upon organized labor—the legislative committees of all the different State organizations; but while numerous hearings have been given, labor legislation does not seem to have advanced perceptibly. One general labor bill which did not come with a special backing from organized labor was passed yesterday. It was the Fassett bill providing that an employer transferring his property or giving a mortgage thereon, shall still be liable for the wages due at the time of the transfer.

Senator McNaughton introduced yesterday a bill to reduce the rate of interest on bonds and mortgages held by the Commissioners of the United States Deposit Fund, in the several counties of the State and also the rate the commissioners shall pay to the treasurer. The reduction in the first named instance to $5 on $100 for one year, and after that the same rate for a greater or less sum. The rate to be paid by the commissioners is also reduced to 5 per cent. The existing rate is 6 per cent.

Senator McNaughton handed up another protest against the repeal of the Mase dog law. This time from twenty residents of the town of Manning of Orleans county, headed by R. E. Lowton.

The Lyell Avenue Sewer bill was reported favorably by the Senate Canal Committee yesterday.

To-day Assemblyman Fish, as chairman of the Ways and Means Committee, will go to Rochester to inspect the Industrial School, and Friday Senator Sloan of the Finance Committee may be expected.

Senator Hendrick's bill to allow savings banks to loan 65 per cent. of their deposits on bond and mortgage securities; Senator Hendrick's bill to extend the powers of certain religious and charitable associations, were passed.

Oh, what a howl there will be when the bill to enforce the State care of the indigent insane comes up, as will be the case to-day and also on some day next week. Senators Coggeshall and Erwin will lead the opposition, and the former has already prepared a touching eulogy on the fate of the crazy folk who are to be ruthlessly torn from their dearly loved county and town poorhouses. He has also a speech two columns long of bitter denunciation of the State care plan, and is loaded to the muzzle with statistics regarding the horrible effects of caring for the pauper insane other than by the county system.

It looks as though it was all up with the great bulk of the canal bridge bills this year. Senator Sloan has a theory about them, and until he can mould them to fit the theory he will oppose their passage or advancement.

District Attorney Fellows of New York sent the Senate a copy of the Grand Jury's presentment against the administration of the sheriff's office in New York county, and asked the Senate to investigate some reform in the way of legislative enactment.

The bills are piling up on the Senate's general order list and soon the heroic treatment of night sessions must be applied.

Senator George Z. Erwin rejoices in the fact that he has very few bills in and that among them there is not one appropriation bill.

Senator Titus Sheard, who was taken sick just prior to the assembling of the Legislature, made his first appearance in the Senate chamber yesterday.

The Senator's Brockport charter amendments and the bill to exempt horticultural societies from taxation have all met the approval of the committees to which they were referred.

Among the Senator's guests of yesterday was John Ganeen of Albion.

He still appears anything but well and it is doubtful if he is able to take any active part in legislative work.

TO AVOID A CIVIL ACTION.

Efforts to Settle the County's Claim Against Plumber Rice.

The Supervisors' Investigating Committee has for some time been negotiating secretly with Edward J. Rice for the return of some of the money which he secured by overcharging the county on his plumbing bills. The committee made a proposition to settle the county's claim for $3,000. Rice offered $2,000 and subsequently $2,500 as a compromise. If the committee should accept this offer, which is probable, it is said, a special session of the Board of Supervisors will be called, at which the committee will recommend a settlement on this basis. It is understood, of course, that the firm of Rice Brothers is back of Edward J. Rice in the matter. The settlement can only affect the civil claim against Rice. The indictment for grand larceny will still remain, and it is not probable, the committee's counsel, Hon. Walter S. Hubbell, says, that any attempt will be made by the committee to get the indictment quashed, as it is not in the province of the committee to do this.

SENTENCED

TO AUBURN PRISON

John A. Davis Pleads Guilty of Grand Larceny.

Appearance of the Defaulting Ex-City Treasurer.

His Willingness to Accept the Consequences of His Crime.

Judge Adams Inflicts the Lightest Punishment.

Verbatim Reports of the Remarks of the Prisoner and the Sentence Pronounced by the Judge.

Ex-City Treasurer John A. Davis, pleaded guilty in the Oyer and Terminer this morning to the indictment charging him with grand larceny in the first degree by stealing $60,000 from the City of Rochester, and was sentenced to state prison for five years.

At precisely 9 o'clock the defendant entered the court room, accompanied by Sheriff Hodgson, his counsel, John N. Beckley, Judge Werner and his two brothers, William and A. D. Davis. The ex-treasurer took his seat, looking pale, but not as much prostrated as was generally expected. The court room was filled with spectators, including many friends of the ex-treasurer, but there was not such a jam of people as had been anticipated, on account of the general interest in the case.

Eight or nine minutes later Justice Adams entered by the side door and took his seat on the bench. The crier called the court, requesting those present to maintain order while the defendant pleaded to the indictment.

District Attorney Benton said: "I move the arraignment of John A. Davis."

The accused stood up and Mr. Benton read to him a summary of the indictment charging him with grand larceny in the first degree in embezzling $60,777.13 of the city's money.

"How do you plead?" asked the officer.

"He pleads guilty," said Mr. Beckley; and when Judge Adams asked the prisoner if that was his plea, he answered in the affirmative.

Mr. Davis, stepping forward, with head slightly bowed, and in a voice somewhat broken at times, spoke as follows:

"YOUR HONOR: Three or four months ago; the idea that I should be in the position in which I now find myself never entered my mind. I had always felt that, when necessary, such property as I had would more than take care of any obligations which I had contracted, and I feel to-day that if properly managed, the property which I have turned over will realize to the party who holds it all I have ever expected of it. But be this as it may, whether I had been successful or not, or whether or not my action had ever been discovered, I now recognize and see the full extent of the crime and know just what I have done. Feeling as I do, to me now the disgrace and mortification of the punishment cannot be as great as the disgrace and mortification of the crime is to me at this moment. With the sole idea that I may take [illegible] possible, and I have made up my mind that my clear course and right course was simply to stay here and abide the result; although friends as true and faithful as man ever had have advised a different course, even in one instance offering me a position in a foreign city. But my mind was clear and my determination is to abide by the punishment inflicted upon me, with as manly a heart as possible, that I may as soon as may be return to and support the dear ones dependent upon me. I plead guilty."

John A. Davis, being duly sworn, in answer to questions read him by the clerk, testified:

"What is your full name?"
"John Alanson Davis."
"Where were you born?"
"In the city of Rochester."
"What is your age?"
"Thirty-five years."
"Are you married or single?"
"I am married."
"What is your occupation?"
"I have none at present."
"Can you read and write?"
"Yes, sir."
"Have you had religious instructions?"
"Yes, sir; the best."
"Were you ever before convicted?"
"Never."
"Have you ever learned a trade?"
"I never have."

In pronouncing sentence Judge Adams said:

Mr. Davis, by the plea that you have just entered to this indictment, you stand here a self-convicted criminal, and it only remains that the sentence of the law should be passed upon you. This, always unpleasant duty of the Court, is especially painful in your case, because the Court is reminded that until very recently you have occupied a position in this community which commanded the respect and the esteem, and I may say the affection, of a vast majority of the people of this city. By practically a unanimous vote of the electors of this city, you were elevated to a position of honor and trust—a position in which you might have served with credit to yourself and satisfactorily to those whom you represented. But you have chosen, instead, to betray the trust which was imposed upon you and thus to bring disgrace upon yourself and shame and mortification to your friends and family. The court has taken great pains to learn accurately the circumstances which have attended this commission of crime on your part, and it has been unable to ascertain that there is a single extenuating circumstance in the case. It is the same old story of the appropriation of public moneys, with the expectation that they might be restored to the public treasury before detection came about. But the result has been in your case the same as it is in every other similar case, and the Court feels that under the circumstances it would be justified in imposing upon you the highest penalty of the law; but yet, there is another side to your case and it is the one which has been stated by you in the words you have just addressed to the Court. Notwithstanding the commission of this great crime on your part, you have disregarded the advice of those whom you esteem as your friends; you have not taken the ordinary course which is pursued by persons who have committed similar offenses; you have, rather, chosen to face the consequences of your act and to take such punishment as the court sees fit to inflict upon you. This course on your part indicates that there is manliness left in your character still, and my understanding of the law of punishment is that it is designed as much to correct those who have fallen from virtue, as it is to protect society. In your case you have truly said that the infliction of punishment which will compel you to occupy a felon's cell is of itself almost sufficient, and the Court is thoroughly impressed with the idea that you may yet be reclaimed; that you have the disposition when you have served out your term of imprisonment, to return to your friends and to this community and to strive by every means in your power to regain the character which you have lost. In the belief that this is your disposition, and in the hope that it will be carried into effect, and out of regard for what I think is the sentiment of this community, and above all other things, out of regard to your wife and child, the court has resolved to impose upon you a lighter punishment than it otherwise would feel justified in doing. The sentence of the court is that you be confined in the State Prison of Auburn for the term of five years."

Mr. Davis bore himself well while the judge spoke except during the reference to his wife and child, when he gave way to his feelings, but recovered in a moment. After this he followed Sheriff Hodgson to the sheriff's office, accompanied by his brothers and attorney. At 10 o'clock they took a carriage and were driven away.

The most startling incident of the proceedings was the effect produced by the emphasis with which Judge Adams pronounced the words, "Those whom you esteem as your friends," in sentencing the prisoner.

After leaving the sheriff's office Mr. Davis was driven at once to the jail. To a UNION reporter he expressed himself as perfectly satisfied with what he had done in facing his punishment and with the disposition the court had made of his case. "Even," said he, "if I had been given the full extent of the law, and I did not know but that might be the result when I determined to stay, I should prefer that to running away. Of course this is hard, but I feel that when I have served my sentence I can come back here and go to work. I fully recognize the magnitude of my crime and feel that I have been treated since the beginning with more leniency than I had any right to expect."

Davis will be taken to Auburn to-morrow.

The general opinion of citizens as gathered from conversation in public places, approves the course of Judge Adams. Many remarks are heard to the effect that Mr. Davis took the wisest course by remaining in the city and pleading guilty, although there was undoubtedly a strong pressure on the part of his friends to have him take some other course.

The greatest commutation for good behavior is one year and five months.

THE STREET RAILROAD

H. S. ALLIS TELLS THE REAL ESTATE EXCHANGE HOW IT WAS BUILT.

Interesting Reminiscences of the Twenty-Eight Years' Existence of the Rochester City & Brighton Railway—Bitter Opposition at the Start Changed Into Admiration and Support.

The following paper was read by H. S. Allis before the Real Estate Exchange Tuesday evening:

GENTLEMEN OF THE REAL ESTATE EXCHANGE—Your president, Mr. Warner, having learned recently that I was intimately connected with the establishment of the Rochester City & Brighton railroad thirty years ago, has invited me to give a history of it and my experience in connection with it, in an address before our Real Estate Exchange, as a city railroad is closely connected with the real estate interests, of which we all have charge. Hoping it may interest you all, I cheerfully comply with his request, for the recent sale of the Rochester City & Brighton railroad and the extension of its franchise and the newspaper discussion in regard to the road, has called fresh to my mind its early history as one of those who had as much to do with the originating of the enterprise, organizing the company and building of the road thirty years ago as any one, and was familiar with all its affairs as a director and treasurer of the company during the first five years of its existence.

In 1867 I retired from the company, having sold my stock to C. B. Woodworth, a new investor in its securities. There is much about the early history of the road that has never been published. The true facts are in the possession of but two or three men now living, one of whom could produce, if he chose, documents and letters to sustain an interesting story should he at some future time decide to write out all the facts, to show our citizens what had to be done thirty years ago to give them the blessings and comforts of our city railroad, and which has increased the value of property all over the city, and which all must now admit.

For the present, a few facts and incidents that have occurred are noted; they may interest the members of this Real Estate Exchange in regard to the early history of the enterprise, its difficulties and its resulting benefits to real estate. The first suggestion about a city railroad ever heard by me, was made to me in 1859, by Prof. Sewell S. Cutting of Rochester University. He was a personal friend and neighbor and was also an enterprising, energetic, sound business man, and had much to do with the early history of our college, as well as being a professor in it for many years. He used to converse and prophesy a good deal about the future of Rochester, and often said, that all the city then needed was city railroads and water works, to give it a sure foundation for substantial prosperity. The idea of a city railroad excited my attention and interested me very much, for I was building a residence on East avenue, next to the residence of Daniel Powers, and it could not fail to be seen that horse cars would be a great convenience and saving in the expenses of horses and carriages, and add to the value of my property, if the cars could run from the "four corners" through East avenue to Brighton (which route was intended to have been built first, afterwards). An injunction stopped us on that street. Having just retired from the office of postmaster of the city, being then engaged in the banking business, having means and personal, political and business influence, I made up my mind to use them to carry out Prof. Cutting's ideas and suggestions about city railroads, to see if I could interest our citizens in the project. The matter was discussed a good deal among our leading citizens and property owners, and as a general thing they were dead set against the enterprise and that influence reacted upon the then Common Council so that there was no hope for any company formed to get permission to lay the tracks in the streets.

It was agreed by a few who had become interested in the matter to try to obtain a special charter from the Legislature of this State and I was sent to Albany for that purpose. The following is a verbatim copy of a subscription paper in my possession drawn up and signed by the persons named to help defray the expenses, and the amounts collected upon it are marked paid:

We the undersigned corporators in the bill, now before the Legislature in this State, pertaining to the establishment of a railroad for the city of Rochester, hereby agree to pay the several sums, set opposite our names, to defray the expenses of drawing bill, printing, &c., and also to defray expenses to Albany, said amount to be paid to H. S. Allis, to dispose of above. March 25, 1861, H. S. Allis, $20, paid; Owen Gaffeny, $20; J. B. Bennett, $20; Martin Briggs, $20; N. Osburn, $20, paid $16.75; O. N. Palmer, $5; P. Barry, $20, paid $20.

The bill was drawn and introduced in the Assembly as No. 529, dated April 1, 1860, authorizing the laying of a track in the city of Rochester, and the names of our citizens named in the bill were Patrick Barry, H. S. Allis, Nehemiah Osburn, Hiram Sibley, George F. Danforth, Owen

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Gaffeny, Lewis Selye, Martin Briggs, L. Ely, Sewell S. Cutting, J. B. Bennett, O. H. Palmer. The opposition to it was so great that no action could be had upon it during the session of that Legislature; but it was presented again in 1861 to the next Legislature and through my efforts and influence with my friends in the Legislature, especially of Col. May, member from Chautauqua county, and Peris Field of Geneva, member from Ontario county, and George R. Ives of Brooklyn, a member of the third House, the same bill was passed against the opposition of the members of Assembly from Monroe county, the whole expense of which was $154 and was paid by me individually, less $20 received from P. Barry and $16.75 from N. Osburn upon their subscriptions.

The bill arrived at the Senate chamber during the last days of its session, and it was not reached in the order of business before the Senate adjourned sine die.

The enterprise attracted the attention of railroad men and others about the Legislature, and a few months after a party of gentlemen came to Rochester, headed by Nathan Randall, of Homer, N. Y., who looked the ground over to see if they could make the investment pay. They would try and show us the way to build it by furnishing us the additional means necessary to accomplish it. They came to my banking house where many interviews were had upon the subject which resulted in in their joining hands with us in the enterprise. A new company was organized under the general railroad laws of this State, requiring twelve directors, and which necessitated its commencement outside of the city limits, and when passing through it to terminate on the other side. This is why it is called "The Rochester City & Brighton Railroad," and answers the question so often asked during the last thirty years.

The members of the Common Council had been changed to a more enterprising set of men, since our first efforts to get from it permission to occupy the streets, and among the rest was the Hon. H. L. Fish, a member of this exchange, and they cheerfully granted us a liberal franchise, under which the road has been operated mainly for nearly thirty years. The twelve original incorporators, directors and builders of the road in 1862 were William Kidd, Rochester, president and director; H. S. Allis, Rochester, treasurer and director; Lewis Selye, Rochester, director; Patrick Barry, Rochester, director; L. Ward Clark, Rochester, director; H. A. Palmer, Rochester, director; E. R. Phelps, New York city, director; Thomas I. Barr, New York city, director; John Butler, Jr., Tarrytown, N. Y., director; Nelson Randall, Homer, N. Y., director; Thomas T. Davis, Syracuse, N. Y., director; A. H. Hager, Brooklyn, N. Y., director. Each paid in $1,000 and received ten shares of stock, equal to $12,000 in all. This money was used to purchase the lot and build the barn on State street. The contract to build the road was let to D. W. Tenbroke of Amsterdam, N. Y., at a meeting of the directors at the St. Nicholas Hotel, in New York city, to complete, in all, nine miles of road at $20,000 per mile, equal to $180,000. He was to take his pay in stock and bonds, at the rate of one-third bonds and two-thirds stock at par.

When the contractor came to Rochester to build the road he had no money to buy iron for the first mile, from the four corners to Mt. Hope. I loaned him $6,000 for that purpose. When the mile was completed he received $20,000 in stock and bonds and he sold the bonds to Asa Sprague at 90c and paid me. The rest of the securities he sold or hypothecated in New York for more iron and he kept the ball rolling in that way until he completed the nine miles of road. The receipts of the road for the first year were only about $36,000. The war of the rebellion occurring, horses, labor, and material for the use of the road went up to a high figure, the road became involved in a few years and could not continue to pay the interest accruing upon its bonds; it was foreclosed upon its bonded debt, and sold, cutting off $200,000 stock and making value of $100,000 outstanding bonds of little or no account to a large number of the owners, outside of Patrick Barry, George Ellwanger and C. B. Woodworth, and a few others, who bid off the property at auction. They being large holders of its securities and being wealthy men at the time, and having no necessity for dividends, applied their money to improve and extend the road, and the result of the policy they adopted has yielded them an immense dividend until they sold the road to new parties recently.

There are but a few citizens left upon the stage who thirty years ago controlled public opinion, also large amounts of property in the city; and the present active business men and property owners can have but little idea how bitterly the wealthy men of that day fought against the establishment of a street railroad in the city of Rochester, and embarrassed the building of it by law-suits and in every other way possible. It was upon the ground that it would ruin the streets, and ruin all the property upon Main and State streets for business purposes. The company told them that it would make all the property within one mile of the four corners worth ten times as much within a few years; but they would not see it—they would to-day if they could come among us again. There were but six Rochester men who had the pluck to put their energies, time and money into the enterprise, and fight it through, against the combined opposition of the old fogy property owners of that day. It was carried through from the start on the ground that a city railroad with cheap fare was the poor man's friend; that the cars were *his* horse and carriage, for 5 cents a ride, when, without them, the same rides would cost him from 50 cents to $2. Now, no man in 1890 can say that the city railroad, projected and built by the enterprise and energy of two or three men in 1862, has not been a blessing and a benefit to Rochester, and hastened many years the developments of its present improvements and substantial prosperity. If the new owners of the road will live up to what they promise; if they work as hard for the good of our city as did the original six Rochester directors from 1861 to 1864, and as unselfishly, this city will have reason to thank the survivors thirty years hence (the limit of time for which the franchise should have been granted), even if the result of their energy and foresight should be *large fortunes* to any of the new owners, as it has proved to be in the end with Patrick Barry, who was one of the original twelve directors and proprietors, and who stuck to the ship through all the storms and brought her safely into port laden with gold for his account, to reward him in his old age for thirty years of trouble and care of the affairs of the company.

ROCHESTER CLEARING HOUSE.

How It Will be Conducted—Arrangements Completed.

At an adjourned meeting of bankers held yesterday afternoon in the Traders' Bank a constitution for the Clearing House Association was adopted and officers elected as follows: President, Henry C. Brewster; vice president, Hobart F. Atkinson; clearing house committee, Henry B. Hathaway, George E. Mumford, Haywood Hawks; secretary and treasurer Frederick P. Allen; manager, E. H. Vredenburgh. The clearing house committee will prepare the necessary blanks and commence active operations as soon as possible. Rochester clearing house will be opened at 11:30 o'clock in the morning. From 12:30 o'clock until 1 o'clock the banks having a debit balance are expected [illegible] exchange will be located on the first floor of Powers block.

Each bank in the association pays $100 [illegible]. Expenses thereafter will [illegible] amount [illegible]. Members of the association are: Bank of Monroe, Central Bank, Commercial National Bank, Flour City National Bank, German American Bank, Merchants Bank, Rochester Trust and Safe Deposit Company, Traders National Bank, Union Bank, Amsden Bros., Daniel W. Powers, Rochester Savings Bank, Monroe County Savings Bank, Mechanics Savings Bank.

ROCHESTER ABROAD AND AT HOME.

The newspapers of Rochester are not pleased with Senator Fassett's reluctance to go to that city and investigate its government, which is regarded by many of its citizens as one of the most corrupt in the State. The fact that the government is largely in control of Republican officials may explain the Senator's reluctance.—[New York Evening Post.

It may.

The newspapers of Rochester are much obliged to their distant contemporaries for the attention they are giving to the malfeasances that have disgraced our Republican city and county governments, and to Fassett & Co.'s reluctance to visit the augean stables, but respectfully request that they lay before their readers the fact that the people at their city and town elections this month made as clean a sweep of the offending incumbents as opportunity permitted. The people have taken from the Republicans and given to the Democrats

The Mayoralty of the city,

The City Treasury,

The Executive Board, with "nineteen-"twentieths of the city patronage,"

The Excise Board,

The Board of Supervisors,

The Board of Police Commissioners, &c.

The Democrats are not yet in possession of any of the offices or Boards above enumerated, but will be soon. The Republicans still hold the Board of Education, County Treasurer, Sheriff's Office, &c.

An honest and searching examination of all these offices by the Fassett committee would be productive of good results, but such an examination is hardly to be expected at the hands of a committee made up by Senator Fassett himself and so constituted as to give the Republican minority party of the state *six* members and the Democratic majority party only *one*.

And by the way: Mr. Fassett and his committee have established a precedent of procedure in New York that will work nicely up here. The committee is a committee on cities, and instructed to investigate the affairs of cities. But so far they have confined their investigations there to the affairs of the county—to the office of the Sheriff, who is a constitutional county officer, and not an officer under the city government at all. This has been upon the theory that as the sheriff's office affects the city as well as the county of New York, it is within the province of Mr. Fassett's cities committee, commissioned to investigate the affairs of cities, to inquire into its administration. The same theory must apply here. Rochester has more than double and nearly three times the population of the rest of Monroe county. Rochester pays 66 per cent. and the rest of the county only 34 per cent. of state and county taxes. The county element of city misgovernment, therefore, all in the hands of Republicans at the present time, as well as the distinctively city element of the same misgovernment, will afford Senator Fassett and his committee a fine field of operations.

Annual Meeting This Evening—Committee Reports.

At the annual meeting of the Common Council this evening the annual reports of committees will be presented. The Park Committee will report under the head of receipts: Balance on hand March 28, 1889, $118.16; appropriation, $3,300; total receipts, $3,418.16. The expenditures for labor, repairs, materials and flag walks in Franklin and Plymouth Squares amounted to $3,439.36, making an overdraft of $21.20.

The report of the Contingent Expense Committee will show a balance on hand April 1, 1889, of $3,951.63; appropriation, $139,308.82; total receipts, $156,507.64. Among the receipts in this total were from the Municipal Court, $3,856.90; City Sealer, $1,451; from Rochester City & Brighton street railroad, $1,314.64. The expenditures included payment of damages in numerous sewer cases, the largest amounts being: James Palmer, $6,445.79; Zwerger case, $1,002.97; A. C. Hobbie, $1,409.43; Frank J. Zorsch, $1,173.15; Densmore case, $920.77; Schroeder case, $441.89; Myers case, $707.61; Miller Brewing Company, $675. The salary budgets for the year amount to $78,879.19. The expenditures include the estimate of $63,951.79 for the Driving Park avenue bridge. The total expenditures amounted to $200,749.06; making a deficiency of $44,241.42.

The Water Works Committee will report: Amount placed to the water pipe extension fund, $58,000; total length of water pipe mains laid to date, 215.61 miles; length of mains laid during fiscal [illegible] city, the fund will be practically exhausted after paying for extensions already authorized. Petitions for extension already received would involve an expenditure [illegible] the committee [illegible] scarcity of water is imminent and that an undue increase in water pipe extensions will intensify this condition.

The Post-Express.

ROCHESTER, THURSDAY, MARCH 27.

THE RICE MATTER

JOHN VAN VOORHIS EXPLAINS THE PROPOSED SETTLEMENT.

Indignant at a Premature Publication—He Accuses Some One of an Inexcusable Breach of Faith—Rice Will Pay $2,500.

A morning paper contained the statement that the investigation committee of the board of supervisors had agreed to settle the Rice case for $2,500. This statement was shown Attorney Van Voorhis, Mr. Rice's counsel, by a POST-EXPRESS reporter. In reply to the query, "Is this statement true," Mr. Van Voorhis said: "I'll tell you all about it. The committee of the board of supervisors seem to have had their crow in a morning paper over a settlement of the Rice case. The Rice case is not yet settled. I have negotiated a settlement with the committee, which cannot be carried out until after the board of supervisors meet and ratify the action of the committee. It was understood that until that time the negotiation was to be confidential. If anything defeats it, it is this too previous publication.

"Mr. Rice settles this matter under the pressure of an indictment. He pays $2,500, not because he owes the county anything, but in order to buy his peace. He pays on the principal that a weak man pays blackmail. There is no more danger of his conviction upon this indictment than there is that this supervisors' committee will any of them ever get into heaven. But Mr. Rice has an invalid wife whose life may depend on the issue of this business. To her the name indictment is an omen of destruction. Mr. Rice buys his peace of the board of supervisors to save the life of his wife, and to save himself from further persecution. The facts of the case are briefly these:

"The board of supervisors had obtained a small estimate for repairs upon the court house. They had authorized the trustees of the court house to do all the needed repairs, and given them full power to cause them to be done. The trustees employed Edward J. Rice to do the work. After the work had been begun, it was found that the amount of work to be done was many times more than the estimate; that the pipes which it was supposed could be used over again were so badly destroyed by rust that they had to be replaced by new ones, and there was an immense amount of new work to be done. This was done in a manner that challenges the criticism of the best plumbers in the city of Rochester. It is conceded on all hands that the work was excellently well done. The board of supervisors met and were surprised at the increased cost of these repairs over and above their estimate. They appointed a committee to make investigation. Mr. Rice immediately proposed to the committee that three expert plumbers might be agreed upon who should examine the job, and if they found any over-payment, he would refund the same to the county. He offered to give bonds with sureties satisfactory to the committee that he would make such repayment. This offer was not accepted. What fairer offer could a man make than that? The investigation proceeded and a great hullabaloo was made over it by the newspapers, and an immense amount of smoke created, giving the impression that there was some serious wrong somewhere, but the evidence failed to disclose anything before the committee, except that Rice had done the work, had presented his bill to the trustees of the court house, who had given it such examination as they could, and had then paid it. It was understood between him and the trustees that if there turned out to be any mistake in the bill he would make the correction if it was against him."

"Having refused to accept arbitration as a speedy and honorable method of adjusting the matter," continued Mr. Van Voorhis, "the board of supervisors then had the right to bring an action against Mr. Rice to recover back any overpayment which had been made to him. They did not do that. They had no evidence upon which they could maintain any such action, or show that he had been overpaid a dollar. As a last resort, the agency of the grand jury was invoked, and Rice was indicted without any evidence whatever of the commission of any crime. The committee of supervisors say that they had nothing to do with the grand jury. This statement must be modified by the fact that the counsel of the committee, Hon. Walter S. Hubbell, appeared before the grand jury, and was present before it for a long period of time. What was his business there? He was not a witness, because he had no knowledge of the facts. Presumably he was there to argue the case against Rice ex parte before the grand jury, and the indictment was probably secured by his eloquence. Mr. Rice had no representative before the grand jury, and could make no reply to Mr. Hubbell's argument. Finding that he could have no just mode of settling the difference between him and the county, and deeming himself persecuted by the course taken by the committee [illegible] report too prematurely published in the morning paper, indicates. Of course, Mr. Rice settles nothing unless the board of supervisors disposes of the indictment. If [illegible] anything, he settles the whole [illegible]. If there should be any failure of a settlement, it will be owing to the disclosures of the committee, or some member of it, or the attorney, to a morning paper, before any determination has been finally reached, in violation of an express understanding."

"The largest sum that the grand jury could find upon the ex parte evidence before it, and presumably after the Hubbell argument had been made," continued the attorney, "was $750 which Mr. Rice had been overpaid. It seems to me that the great county of Monroe does not desire to wrest from Mr. Rice, and put into its treasury, money that does not belong there; that the people of the county are honest enough to desire only that Mr. Rice shall pay such a sum as a proper, judicial tribunal shall find he owes the county, and that they are willing to wait, until, by due process of law, that sum can be ascertained. I have in my hands, however, $2,500, to be paid to the board of supervisors, or to the county treasurer if they so direct, if the settlement goes through. Inasmuch as the negotiations have got into the papers, the papers might as well have the whole of it."

"Then Mr. Rice will not present his plea until the board of supervisors meets?"

"Not unless the district attorney desires it. He will plead not guilty when he does come before the court. So far as he is concerned he would stand trial in any event. It is only on account of that sick wife of his that he has attempted to settle the case."

THE BOND APPROVED.

Four Rochester Men Become Sureties in Buffalo.

The Buffalo *Commercial* says:

The names of Fred. Cook, Arthur G. Yates, Arthur Luetchford and John N. Beckley, all of Rochester, have been received by Comptroller Shafer as the bondsmen for the new street railway. The stockholders of the road will meet in Rochester to-morrow and prepare the bond which, as is known, is for $200,000.

The names were forwarded to Mr. Shafer so that he might investigate their financial standing and be able to tell the stockholders if they would be acceptable. He stated to a *Commercial* man this morning that he was satisfied with the sureties and would so notify the Rochester people. "The bond is for $200,000," said Mr. Shafer, "and each man upon it will be liable for the whole amount."

It is expected that the matter will be closed up in a few days and that the company will be ready to proceed with the work.

Fred Cook is an ex-secretary of state, Arthur G. Yates is a member of the big coal firm of Bell, Lewis & Yates, Arthur Luetchford is a prominent business man in the Flower City, and John N. Beckley is a leading lawyer.

Rochester School Money.

SPECIAL TO THE POST-EXPRESS.

ALBANY, March 27.—The bill authorizing Rochester to expend $50,000 for school buildings was called up, out of its order, by Mr. Courtney this morning and passed. It has gone to the governor.

ROCHESTER MORNING HERALD

MARCH 28, 1890.

TO BE PUBLISHED.

ALDERMEN DECIDE TO GIVE "THE LIST" TO THE PRESS.

Charter Meeting of the Common Council—Annual Reports—Deficiency in the Contingent Fund—No Action on Water Supply.

A very important meeting of the common council was that of last evening. It was the annual meeting required by the charter, at which reports were received from the departments of the city government, and several other matters of great importance were considered. The most important business transacted was the passage of a resolution directing the publication of the famous treasury list. But "the list" does not appear in the HERALD this morning because Alderman Thayer, the chairman of the finance committee, refused to give it to the morning papers. He said that it would take two or three hours to prepare it for publication, and he saw no reason why he should deprive himself of sleep to that extent.

All the members of the board except Alderman Swikehard were present. Among the first business transacted was the provision made for a special committee to confer with the taxpayers of North St. Paul street in relation to the proposed Medina stone pavement. Alderman Kohlmetz, Thayer and Schroth were appointed as such a committee.

Alderman Selye presented a petition, signed by many physicians, asking for the appointment of Dr. Sarah E. Perry as a city physician. It was ordered "referred to the caucuses."

Alderman Kelly handed up the report of the poor committee. The total receipts were $84,880.35, of which $46,527.50 came from the excise board. The sum of $37,650.11 was expended among charitable institutions, as follows: St. Mary's hospital, $10,955.68; City hospital, $14,834.97; Hahnemann hospital, $401.54; Homeopathic hospital, $80.75; St. Joseph's orphan asylum, $4,2[illegible]; St. [illegible] asylum, [illegible]; Industrial [illegible], $3,033.35; Home of Industry, $1,5[illegible].50; sisters of Mercy, $2,408; Church home, $1,210.40; Home for the friendless, $312. For supplies, salaries, burials, fuel, board and rent, clothing, medical supplies and sundries, $33,016.60 was expended. This includes, "hack hire, $137." In addition $1,500 was transferred from the poor fund to the "G. A. R. fund." The balance on hand is $12,087.88, and the total cost of the support and relief of the poor for the year was $71,417.54. The committee states that the past winter has been a severe one, and that there are about one hundred more families on the books now than there were last year.

In relation to the Grand Army fund Alderman Kelly said that the relief society had received $10,000 since its organization and had expended $9,734.56, having $265.44 on hand March 22d. He presented a bulky list of the names of the old soldiers who had received help.

Then Alderman Thayer sent up the following report from the finance committee:

To the honorable, the common council of the city of Rochester:

GENTLEMEN: Your finance committee cannot at this time, as in the years gone by, indulge in congratulations upon the manner in which the city's funds have been used and disbursed, excepting in regard to all lawful and proper purposes.

The defalcation of City Treasurer Davis is well known, and the particulars of the misappropriation of moneys by him have been made public.

Your committee, however, deem it only proper and just to remark in this connection that it must be borne in mind that the books of the treasurer's office have been declared, on competent authority, as absolutely correct, and, therefore, your committee feel that it is justly absolved from even a suspicion of blame for not making a discovery which required the persistent labor of an expert to disclose.

An action has been commenced against the late treasurer and his bondsmen on the bonds covering the last two terms of Mr. Davis for $60,000, which, if recovered, will nearly reimburse the city for the amount of the defalcation.

A new treasurer has been appointed, and his bond increased to twice the amount of that of the late treasurer.

This, together with the adoption of recommendations heretofore presented to your board, will, in the opinion of the expert, Mr. Bower, and your committee, amply protect the city against future losses.

The appropriations made one year ago appear to have been judiciously expended by the respective departments to which they were entrusted. Small balances remain to the credit of all the funds except the park fund, which has been exhausted. Owing to the fact that no provision was made for the payment of Driving park avenue bridge, and that, consequently, the contingent fund had to be drawn upon until the sale of the authorized issue of bonds, this fund has had to be replenished by a discount of the city's note.

All of which is respectfully submitted.

H. G. THAYER,
F. H. WILLIAMS,
JOHN U. SCHROTH,
Finance committee.

The clerk had no sooner read the report than Alderman Thayer was on his feet again. It was to offer this resolution:

Whereas, The principal objects for withholding from publication a list of the names of persons who had received pecuniary favors from Ex-Treasurer John A. Davis, in his official capacity, have been accomplished by the refunding and collection of the outstanding amounts involved; and,

Whereas, A growing misapprehension in the minds of the people, fostered by editorial zeal and unjust clerical assumption, is calculated to wrongfully and indiscriminately compromise the innocent; and,

Whereas, The members of the common council, and especially the finance committee of the same, in the exercise of the common rights of self-defense, are now justified in protecting themselves against wholesale and promiscuous imputations of probable complicity in crime; therefore,

Resolved, That the list aforesaid be given to the press for publication, with such explanations as justice to all may require; further,

Resolved, That if this action of the common council shall, in any way, jeopardize the public interests, the responsibility rests with those who have made such action necessary to the protection of official integrity from public assault.

There were 14 aldermen in the chamber when the resolution was offered, and every one of them voted for it. Alderman Kelly wanted the list, when published, certified to by Alderman Thayer and John Bower as the original list, so that the people could be sure that it was the original list with no omissions. This was agreed to. To a HERALD reporter Alderman Thayer, who left the hall after the passage of this resolution, said that the action had been decided upon at a meeting of the finance committee held in the afternoon. He refused to give up a copy of the list on the ground that it had not been prepared or certified to. He did not feel called upon to make the list ready so that it could be published in the morning, he said. City Attorney Ernst also refused to surrender his copy of the list for publication. It was not denied that the list might have been prepared in time for publication. The will, not the way, was lacking.

The finance budget for March was adopted.

The report of the Mount Hope commissioners contained these figures:

Amount of general fund, March 1, $14,115.40; received from interments, $4,373.50; received from sale of lots, $16,072.24; sales of single graves, $1,140; total receipts, $45,081.28. The expenditures of the year were $25,604.08, of which $18,064.88 was for labor. The amount now on hand in the several funds is $56,205.94.

The report of the health committee shows these, among other expenditures: Collection of garbage, $16,180.44; vaccination and vaccine virus, $1,811.73; salaries of employes, $8,887. The balance on hand is $2,227.72.

The lamp committee reported total receipts of $151,480.28 and expenditures of $140,881.41. The balance on hand is now $10,598.87, as against $4,335.78 at the beginning of the year. The expenditures were divided as follows: Brush electric light company, $79,413.38; Rochester company, $27,028.17; Edison company, $17,733.29; Rochester gas company, $2,410.35; Municipal company, $3,923.65; Citizens' company, $9,434.95; salaries, $600; sundries, $337.62. During the year 76 electric lights were added and 67 gas lights were discontinued. The total number of lights is now 2,721, of which 1,882 are electric and 839 are gas.

An overdraft of $44,241.42 is shown by the report of the committee having the contingent fund in charge. Following are some of the figures presented by Alderman Lempert in this report: Receipts—Balance on hand April 1, 1889, $3,951.63; appropriation, $139,303.82; erroneous assessments, $113.38; licenses, $457.50; Rochester City and Brighton railroad company, $1,314.64; municipal court, $3,856.90; city sealer, $1,457; total, $156,597.64. Expenditures—Driving park avenue bridge estimates, $63,951.79; salaries, $78,879.19; election expenses, $7,140; printing, $10,122.93; miscellaneous, $25,824.68; judgments and expenses in sewer suits, $14,296.19. The overdraft is thus explained: "In making the appropriation for last year the Driving park avenue bridge was not included, and these estimates amounted to over $63,000. This amount will be credited back to the contingent fund when the Driving park avenue bridge bonds are issued."

The map and survey committee's report showed the progress being made in surveying the first 14 wards of the city.

Most of the law committee's report, presented by Alderman Williams, consisted in a long report signed by Charles B. Ernst, the city attorney. Mr. Ernst reviewed the city's legal business of the year and recommended that easements be secured from persons whose premises were damaged by sewage and streams. He also advocated the vigorous prosecution of contractors who block the sidewalks and advocated the appointment of some officer to be constantly on the lookout for such offenders. The report concludes as follows:

The trial of causes, the arguments of cases on appeal, the counseling of committees and departments, the investigation of questions of great and slight importance, the attendance upon and supervision over street opening and street extension matters, the work consequent upon the large increase in the number of cases brought by the overseer of the poor and the assistance rendered to the board of park commissioners occupied much of the time and imposed much labor upon my associates and myself.

To my associates in the office, to the gentlemen in other departments of the city government, to the common council and especially to the law committee and its able chairman, who have rendered valuable assistance in the work that has been done, I am profoundly grateful.

To those who have misinterpreted and without cause impugned the motives that led to the advising of the withholding from publication of a document in relation to the city treasurer matter, I need only say that they have done that which is justified by no law, human or divine.

The city property committee's report was presented by Alderman Hall. It shows the rent received during the year to be $225.75 and the total receipts, including the appropriation of $8,500. Among the expenses were these: Lighting city buildings, $2,252.19; coal, $1,019.65; furniture and carpets, $650.91; cleaning and washing, $960.50; labor and material, $1,763.20; steam heating and plumbing, $870.90; painting, etc., $1,215.67; ice, $64.85; repair and care of clocks, $358; supplies, $128.09; repairing cellar Front street building, $524.65; miscellaneous, $147.40; total expenses, $10,002.71, leaving a balance of $115.45, as compared with $1,392.47 at the last report.

The report of the park committee was presented by Alderman Sullivan. It contains these figures: Total receipts, $3,418.16; expended for labor on parks, $2,980; repairs and material, $105.05; other expenses, $354.31; total expenditures, $3,439.36; overdraft, $21.20.

The annual report of the park commissioners was presented. It contains a restatement of facts that have already appeared in this paper.

Many interesting figures are contained in the annual report of the water works committee, which was handed in by Alderman Selye. These are some of them:

Total length of water pipe mains laid to date	215.61 miles
Total length of water pipe mains laid during fiscal year	11.23 miles
Total number of fire hydrants	2,043
Number set during fiscal year	140
Total number of stop valves	2,374
Number set during fiscal year	147

The report concludes as follows: "The petitions already on file in the water department would, if granted, require an expenditure of about $50,000. Other petitions will unquestionably be presented in large numbers for some time to come. Your committee does not desire to embarrass its successor in charge of this department by any definite recommendation as to the amount to be appropriated for water pipe extensions, but it would fail in its duty if it did not invite the attention of the council to the fact that the executive board and the chief engineer of the water works have earnestly warned the people that a scarcety of water is imminent, and it goes without saying that an undue increase in water pipe extension will only intensify this condition during the coming years."

The interesting report of Police Clerk Enos, included in the report of the police committe, is given in full:

POLICE COMMISSIONERS' OFFICE,
ROCHESTER, March 1, 1890.

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN: The following is my annual report from March 1, 1889, to March 1, 1890, which I respectfully present to your honorable body:

ARRESTS, CONVICTIONS, ETC.

Number of persons arrested, 4,584; number of persons convicted, 2,949; number of persons committed to the penitentiary, 826; number of persons committed to jail, 1,170; number of persons committed to the State Industrial school, 65; number of persons held for the oyer and terminer, 105; number of warrants issued, 1,082; number of lodgers at station house, 1,031.

The following table shows the number convicted each month: March, 136; April, 201; May, 148; June, 173; July, 220; August, 172; September, 181; October, 164; November, 179; December, 149; January, 139; February, 164.

CASES SENT TO OYER AND TERMINER.

The following charges were made against those held for the court of oyer and terminer and not triable in police court: Burglary and larceny, 50; grand larceny, 29; forgery, 4; larceny from the person, 14; highway robbery, 17; assault in second degree, 4; attempted burglary, 2; assault with a deadly weapon, 8; rape, 1; assault with intent to kill, 3; bigamy, 4; selling impure and adulterated milk, 9; assault with intent to ravish, 2; burglary, 3; false pretenses, 1; receiving stolen property, knowing it to be stolen, 3; larceny second offense, 2; abduction, 2; larceny after felony, 2; libel 1; malicious mischief, 1; seduction under promise of marriage, 1; selling liquor on Sunday, 1.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

DISPOSITION OF CASES BEFORE GRAND JURY.

The following shows the disposition of the cases sent to the grand jury and tried in the courts of oyer and terminer and sessions: Number sent to Elmira reformatory, 23; number sent to Monroe county penitentiary, 9; number sent to the Auburn state prison, 20; number not indicted, 38; number sentence suspended, 33; number indicted but not tried, 38; number of recognizances forfeited, 2; number tried and acquitted, 4; number sent to Buffalo insane asylum, 1.

MONEYS RECEIVED.

The following is the total amount received for fines, penalties and costs imposed by the police justice; also from the county of Monroe for services rendered by the department and paid into the city treasury and credited to the police fund, etc.:

Fines, penalties and costs collected in police court, $8,007.70; fines paid at penitentiary on convictions in police court, $1,318; amount paid by Monroe county for services rendered by the department, $841.85; received for expenses in the Moulson case, $377; sale of a horse, $25; total for police fund, $8,569.55.

POLICE PENSION FUND.

The following amounts have been received and paid into the city treasury and credited to the police pension fund during the same period:

Annual appropriation, $1,000; billiard and pool table licenses collected by the police clerk, $910; monthly assessment paid by the officers of the department, $721; donations by citizens, $362.40; commission for selling the New York police book, $178.50; sale of unclaimed property, etc., $49.73; fines by police commissioners, $30; total receipts for the year, $3,251.63; balance in the fund March 24, 1890, $9,573.68. All of which is respectfully submitted.

B. FRANK ENOS, Clerk.

The executive board presented this communication:

In accordance with the preamble and resolution adopted by the executive board March 21st, a statement of some facts showing the urgency and necessity of your honorable body making provision for raising the money necessary to clean and repair the streets, until such time as the city charter is amended to meet this emergency, is herewith presented;

In examination of the proceedings of the common council for the year 1871-2, 18 years ago, the amount raised for highway purposes was $66,000, divided as follows: Cleaning and repairs of avenues, streets, alleys and sewers, which is at the rate of over $1,200 per week for labor and repairs.

In the year 1874 the Fifteenth and Sixteenth wards were added to the city which doubled the territory included within the city limits, and which demanded expenditures from the highway fund. A number of streets or roads and ditches which had, prior to that date, been taken care of by the towns, had to come under the care and management of those in charge of the street department.

In 1873 the cleaning and repairs of avenues, streets, sidewalks and sewers were placed in the charge of the board of public works, and in 1876 the charter was again amended and the authority over this department was reposed in the executive board.

In 1880 the charter was again amended by incorporating a provision restricting the expenditure in any one week, and that should be for labor only, to fifteen hundred dollars. This restriction or limit still exists in the charter and is in force as law, although its unreasonableness and the impracticability of its strict observance, without an intolerable neglect of demands in this branch of the municipal government, has from time to time, been called to the proper authorities.

As early as the spring of 1877 and 1881 the limit of $1,500, was exceeded in one week for the necessary cleaning of the streets.

From that date to 1890, the number of weeks in which it was necessary to draw an amount in excess of the $1,500, was as follows:

1882	21 weeks.
1883	17 "
1884	18 "
1885	17 "
1886	34 "
1887	31 "
1888	50 "
1889	47 "

The gradual increase of the number of weeks which it was necessary to overdraw the limit is of course owing to the fact of the increase of the number of streets and alleys which were yearly added to the list of public thoroughfares as well as the number of streets which were annually permanently improved. Unimproved streets require the removal of rubbish and ashes, while improved streets demand in addition, scraping, gathering and the removal of accumulations of mud and dirt. To this expense on all streets must be added the repairs of roadway surfaces, sidewalks, crosswalks, sewers and ditches.

In the spring of 1887 the expenditure for one week for cleaning and removal of ashes and dirt was $4,081.

In April, 1888, it was $4,766, for one week, and in one week of April, 1889, the expense for labor for spring cleaning was $4,591.

So it may be readily seen that had not the executive board received the advances from the city treasurer for an amount necessary in excess of the limit fixed by law, for this purpose, the streets would have been in a condition which would have warranted the people in mobbing the responsible authorities or having them indicted by the grand jury.

At the end of each month a pay roll of the sums thus drawn from the treasury in excess of the $1,500, was duly audited by the executive board and the common council, and so the overdrafts were legalized at the close of each month.

There are now in the city of Rochester about two hundred and forty-five miles of improved and unimproved streets and alleys.

In the year 1874, or before the Fifteenth and Sixteenth wards were taken in or perhaps more properly speaking, laid out, the number of miles of public streets was probably less than half of 245.

The number of miles of streets and alleys is now classified as follows:

Unimproved or turnpiked	111	miles
Graded and curbstoned	72	miles
Macadam	28	miles
Gravel	18	miles
Medina stone	18½	miles
Asphaltum	8	miles
Cobble	1½	miles
	245	miles

It would not seem to require any further statement to show that an amount of money for highway purposes that was inadequate for the necessary cleaning and repairing in one week over 10 years ago, must be entirely insufficient now for like purposes, when it is a matter of common knowledge that the number of miles of streets which require care and maintenance has increased in the last 10 years at least 50 per cent.

The executive board, therefore, in view of the immediate necessity of providing money for the spring cleaning and for summer work in this department, urgently request your honorable body to obtain the opinion of the city attorney as to what legal means, if any exists, can be taken to supply the deficiency which must thus occur in the weekly appropriation in the performance of the work in this branch of the public service.

The report of the combination committee on water supply was presented. After some discussion the whole matter was laid over until the meeting of Tuesday evening.

The city clerk read this personal explanation:

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—At the last meeting of your board a resolution was adopted directing an investigation of the affairs of the city clerk's office to be made by an expert to be designated by the finance committee.

I have been connected with the office of city clerk 19 years, four years as assistant and six years as city clerk, and during that time I have endeavored and, I think, successfully, to perform my duties honestly and to the best of my ability. During all these years I have enjoyed the confidence of the aldermen and of the persons doing business with the office. I trust that the cry of alarm that has been raised on account of defalcations in another department has not shaken that confidence, and that you will, as soon as practicable, proceed to have the [illegible] fears [illegible] ing of [illegible] the minds of the taxpayers of this city.

Very respectfully,
PETER SHERIDAN, city clerk.

Leonard W. Kirby was appointed inspector of election in the First district of the [illegible] ward [illegible] transaction of [illegible] business, the council adjourned.

Emil Kuichling There.

NEW YORK, March 26.—The state board of health held a session at the Everett house to-day. The entire baard was present. Consulting Engineers Brown of Schenectady and Kuichling of Rochester were present. The meeting was held for the purpose of hearing arguments by the people of White Plains and Holley in regard to the disposition of sewage. After a long discussion the board unanimously approved the syphon plan for White Plains. The plan for the town of Holley will be further discussed at the board's next meeting.

GEORGE B. ROBERTS,

PRESIDENT OF THE PENNSYLVANIA RAILROAD COMPANY.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 28, 1890.

CITY CLERK INVESTIGATION.

Ald. Kohlmetz Interviewed on That and Other Subjects.

In conversing with Ald. Kohlmetz at the Common Council meeting last evening a reporter asked him if in offering his resolution for investigating the City Clerk's office he had in mind any charges of any kind against Mr. Sheridan. The alderman replied in the negative and said further:

"I think every department ought to be investigated. It can do no harm. I was requested by many good citizens to start an investigation."

"Did those citizens mention the City Clerk's office especially, in requesting an investigation?"

"No, they only asked for an investigation."

"Why didn't your resolution cover other departments?"

"Because I thought I did enough. Let some other alderman get the other departments investigated. I am going out of the council in a few days. If I were to stay longer I should introduce more resolutions for investigation. Now let some one else do the 'dirty work.'"

Continuing, the alderman said he courted investigation of his own career on account of the charges that he had made money by selling goods to the city.

In speaking of the committee appointed some years ago on his motion to investigate Board of Education affairs and of which he was chairman the alderman said it was on account of ill health that he had not prosecuted the investigation.

Senator Fassett's Reluctance Excites Suspicion.

Utica Observer.

The Press of Rochester wants to know why Senator Fassett's committee is reluctant to go to that city and investigate its government. Recent developments show that Rochester of late has suffered from Republican rule, and the statement of that fact fully explains why the committee is not anxious to inquire where the faults lay.

A Museum at Charlotte.

Special Dispatch to the Union and Advertiser.

CHARLOTTE, March 28.—Mr. D. Z. Poli of Buffalo has leased from the Ontario Improvement Company for five years, with the refusal of ten, the lot at the corner of the boulevard and the street running to the ferry. It is his intention to erect a building 125 feet long by 40 feet wide and 23 feet high for a museum. The building will be completed by the 1st of May and will be lighted by incandescent lights. Sibel & McLean have building contract and will begin work immediately.

Legislators Coming.

At the request of the Board of Managers of the State Industrial School, Hon. George B. Sloan, chairman of the Senate finance committee, Hon. Hamilton Fish, chairman of the Assembly ways and means committee, and two other members of the Legislature, will come to Rochester this evening and to-morrow make a personal inspection of the institution with a view to settling upon the appropriations necessary for its maintenance as the School it is, in place of the Juvenile State Prison it was.

Senator M'Naughton will accompany the party.

The president of the New York Chamber of Commerce has been talking "Business" to the Harvard students, and he declares that the ability to speak well on one's feet is so important a factor in commercial success that it cannot well be overrated. A wise choice of words should certainly be the result of every liberal education, and the effective use of such words should be the aim of the elocutionary training of the day.

[illegible]

The UNION yesterday afternoon gave full particulars of the plea of guilty made by Ex-City Treasurer Davis in the morning, his statement to the court, and the address of Judge Adams to the prisoner in passing sentence of imprisonment at Auburn for five years upon him. At 5 o'clock this morning Sheriff Hodgson took the train for Auburn with his charge and ere this has delivered him over to Warden Durston.

It is unnecessary to moralize at any length over this downfall of a young man born of good parents and reared in Rochester, with the best of opportunities for a life of usefulness and honor before him. The facts are too fresh in the public memory, and the lesson they teach too plain, to require elaboration. With a cultured intellect, he lacked conscience, and, when tempted, fell. Mentally strong, he was morally weak. Afflicted with infatuations of his worst propensities, and tangled in associations that held him to the rut he was in, he appears to have been drawn along to his destruction, without power of resistance, as if by an *Ignis Fatuus*. Having once taken that which he could not repay, he did not dare to look back, but rushed in, deeper and deeper, drawing continually upon the wine cup and worse to deaden his sensibilities and brace him up for the contingency of failure and exposure that was likely at any moment to occur. Discovery of his defalcation was made, the end came, and he to-day enters Auburn Prison to pay the penalty.

Just what measure of responsibility for encouraging and aiding the late Treasurer in his fall should be accorded those who benefitted by his misappropriation of the people's money, it is difficult to determine. That he tells the truth when he says he squandered in extravagant and riotous living whatever is not accounted for, we are disposed to believe from what is known of his associates and habits. Improbable as it may appear to some, it is possible in the minds of those best posted that his squanderings, in one way and another, over and above the legitimate expenses of his family, would average fifty dollars a day during his entire period of office.

The fate of John A. Davis should be a warning to all men in fiduciary position.

RAPID TRANSIT.

The Fassett Bill to be Reported With Amendments.

ALBANY, March 27.—The Senate Railroad Committee to-day decided to report favorably Fassett's rapid transit bill, with many important amendments. The Ives rapid transit bill will be reported adversely.

Fassett's bill, as the committee will report it, provides for a State board of eight rapid transit railroad commissioners, appointed by the Governor and confirmed by the Senate. Four commissioners are to be Democrats and four Republicans. They are to hold office for six years and are to have jurisdiction of all cities having a population exceeding 100,000. In all such cities, when the board is considering rapid transit routes, the Mayor of the city shall be an ex-officio member of the board. Upon the request of the Mayor or any 500 resident freeholders, the commissioners shall consider the establishing of rapid transit roads in any such city. They may lay out routes over, through or under all streets, avenues or lands in such cities, including blocks between the streets, with the consent of the local authorities and with the consent of one-half of the property holders, or on the determination of commissioners appointed by the Supreme Court in lieu of the consent of property holders. Public parks, grounds and buildings of any city of the State or of the United States are exempted from the act, as are Fifth avenue, Fourth avenue above Forty-second street, Madison avenue and Broadway, south of Thirty-third street, in New York city, and every street or avenue now occupied by an elevated structure. The commission may, however, locate railways under the surface of Broadway or Madison avenue in New York city or under any park, by tunnel, and such routes may cross Broadway or any street or avenue occupied by an elevated road. The commissioners shall present a report as to the routes and plans adopted to the Common Council of the city. The Council may suggest changes, which the commissioners shall consider and they shall again report to the Council the routes and plans amended according to the Council's suggestions or not. Within four weeks after the plans and routes have first been transmitted to the Council, the latter shall vote on them. The Council's adoption of them shall be deemed the consent of the local authorities. Where a street is controlled by another authority then the Council, the consent of such authority must be obtained. The commissioners shall sell at public auction, after advertisement, the right to construct and operate such railways. The roads are to be constructed under the supervision of an engineer appointed by the commissioners. The commissioners, other than mayor, shall receive reasonable compensation, fixed by the Supreme Court, and paid by the franchise. The financial officers of the city shall appropriate money for the expenses of the commissioners. Provisions are made for the organization of corporations to build roads. The commissioners may allow any railway corporation operating a road within the limits of the city to lay additional tracks and acquire additional facilities. The bill is not to affect the rights of surface roads.

IN AUBURN STATE PRISON

EX-CITY TREASURER JOHN A. DAVIS ONE OF ITS INMATES.

His Trip to That City This Morning—His Appearance Greatly Changed by His Prison Garb—Parting Scenes.

Special Dispatch to Union and Advertiser.

AUBURN, March 28.—John A. Davis, in charge of Sheriff Hodgson, started from Rochester in the midst of the storm at 5 o'clock this morning for Auburn state prison, which is to be his home for five years, minus seventeen months commutation for good behavior. Only one stop was made on the way down and that was at Geneva for breakfast. The train arrived in Auburn at 11 o'clock and the sheriff, Davis and a UNION reporter proceeded at once to the prison.

A crowd of at least 300 persons were waiting outside the prison gate, and when the sheriff and party arrived they all tried to see the prisoner. Mr. Davis bore himself bravely. When the party had reached the prison office Davis was handed over to Capt. Miller and was taken to the lavatory where he was shaved, his hair cut and his clothes changed from a black diagonal suit to the regulation prison stripe. He was measured, weighed and a description of him written down in a big book. When Mr. Davis returned to the office of the prison his own brother would not have recognized him.

With all the changes in his appearance against him, Mr. Davis appeared greatly dejected and once or twice a tear appeared in his eyes. When Sheriff Hodgson bade him good-bye, Davis shook his hand and tried to speak in a lively manner. The attempt, however, was a failure. The conditions were not such as to make a man lively. He bade the reporter good bye and wished him to thank all his friends for him.

Mr. Davis wished particularly to thank the UNION for the impartial and correct reports made of all the proceedings in the case. He censured an afternoon paper for incorrect reports of interviews and description of incidents, particularly the scene at the jail yesterday. At 12 o'clock the sheriff and reporter left the prison and John A. Davis was a full-fledged convict in striped clothes and assigned to the cell which he will call home during his term.

For the benefit of all who may wish to know, Mr. Davis was not handcuffed or in any way restrained on the way down. Mr. Hodgson said; "It's all nonsense, my going down. I might just as well give him the papers and let him go on alone."

NOT AT PRESENT.

The Fassett Committee will not Come to Rochester Before the Legislature Adjourns.

The following self-explanatory letters have been received by L. P. Ross, president of the Chamber of Commerce:

ALBANY, March 27, 1890.

Lewis P. Ross, President of Rochester Chamber of Commerce:

MY DEAR SIR—Your favor of March 25th, signed by yourself and Mr. McClintock, in behalf of the Rochester Chamber of Commerce, duly received. I have presented the same to our Senate Committee on Cities, through its chairman, Hon. Francis Hendricks, and the committee have directed me to answer that, while it is somewhat uncertain what action they may ultimately take with reference to visiting the city of Rochester, one thing is certain, that they will be unable to do so during the continuance of the present session of the Legislature.

Very truly yours, J. P. FASSETT,
Chairman Sub-Committee.

Lewis P. Ross, Esq.:

MY DEAR MR. ROSS—I have your favor of the 25th inst. with inclosure. I will certainly do what I can do to have the committee visit Rochester at the earliest day possible. Of course you will not overlook the fact that my duties in New York are of very great importance, and just now we are pressed for time, as the business of the Legislature demands the attention of every member of the Cities Committee and yet we have devoted considerable time to the investigation in New York. I presume it will be impossible for the committee to get to Rochester before the adjournment of the Legislature, as it would not be profitable to drop the investigation in New York just now. I understand thoroughly there is nothing partisan, no savor of politics in the application of the Chamber of Commerce to have an investigation and have the committee come. The investigation will be fair and open, thorough and exhaustive, but without any political bias. I am regaining my health slowly. I find my strength comes back not as rapidly as I could wish, but I will come around all right.

Yours truly,
DONALD MCNAUGHTON.

THE LIST

Given to the Public.

Advances Made by Ex-City Treasurer John A. Davis.

City Departments, City Officials and Friends Accommodated.

An Authorized Copy of the Names Prepared by John Bower.

At an early hour this morning John Bower, the expert in charge of the City Treasury, was at work in the private office, completing for publication the list of moneys advanced by ex-Treasurer Davis to city officials and private citizens, including department overdrafts, advance payments of salaries, taxes marked paid before payment, notes discounted, and other transactions. The expert had not been working long when he was joined by Ald. Thayer, chairman of the finance committee and acting treasurer. The preparation of the list was in accordance with the resolution of the Common Council last evening, directing the publication, and which, as stated to-day in the report of the council proceedings in another column, shows the reasons for taking this action.

A copy of the list prepared for publication follows:

PAID.

SUMS TAKEN FROM THE CITY TREASURY FOR ADVANCE LOANS, ETC.

Tax certificates sold and uncalled for	$ 5 30
R. Finkelstein, tax bill, 1888	20 00
Anna S. Green, tax bill, 1889	6 11
Thos. Brown, bal. tax bill, 1888	30 81
Est. C. T. Crosman, bal. tax bill, 1888	22 40
S. J. Wagoner, bal. tax bill 1888	210 30
Hannan & Davis, " " 1889	1,419 50
The above amounts charged back to General Tax account.	

CHECKS.

W. Kavanagh, county order	$ 304 30
J. K. Chappel, check	128 50
E. A. Frost, "	150 00
Fee Bros. "	2,394 39
Alfred Ely. "	2,671 50
Geo. W. Aldridge, "	1,003 33
Henry Shelter. "	65 00
Geo. H. Humphrey "	88 31
Dopp & Webster, "	100 00
L. M. Otis, "	500 00
M. Beattie, "	185 [illegible]
M. " "	800 00
George S. Riley, "	10,803 97
J. W. Hannon, "	450 00
" "	250 00
" " Propr. Nat'l Hotel	340 54
" " " " "	400 33
" " " " "	456 24
" " " " "	463 81
" " " " "	498 30
" " " " "	425 58
" " " " "	496 83
" " " " "	432 72
" " " " "	563 90
Geo. Belknap	275 00

NOTES, ETC.

C. E. Higley, note	$500 00
Harry B. James, note	331 18
E. B. Burgess, note	150 00
Arnaud, note	300 00
W. E. Hoyt, note	175 00
Times Publishing Co., note	251 61
E. Frazier, bal. of tax bill	5 30
William Curran, bal. of tax bill	1 15
Mary E. L. Badigan, tax bill	48 18
John O'Leary, pay roll for cleaning	86 04
Alice J. Lewis, bal. tax bill	50 09
C. T. Crouch Sons, bal. tax bill	1,010 12
Ex. of C. C. Com. to Hemlock lake	50 00
F. W. Blossom, salary	18 00
D. Beyhan, tax bill	3 73
Niagara Crape Co., advance	277 00
J. E. Moran, February salary	10 00
J. A. Weber, " "	15 00
B. Keeler, " "	308 58
J. E. McDermott, " "	45 00
F. G. Miller, Feb. salary	55 00
F. G. Miller, Feb. salary	20 00
Chas. H. Stilwell, Feb. salary	102 15
M. B. Lempert, Feb. salary	64 50
A. Barnstead, notices	5 42
D. W. Seyle, Feb. salary (by mistake Mr. S. signed an assignment supposing it was a receipt for the for the previous mos. pay then passed due)	82 50
W. J. Butler, Feb. salary	10 00
John O. Leary, Feb. salary	10 00
H. Sullivan, Feb. salary	100 00
George A. Magin, February salary	50 00
A. C. Watson, " "	15 00
W. B. Sacket, " "	50 00
W. W. Race, " "	30 00
Joseph Boschert, " "	15 00
M. J. Maher. " "	50 00
Oorders issued by Park Commissioners	1,991 04
C. B. Barnes, four months' salary	636 01
Wm. Fogarty, Feb'y	25 00
T. Heveron, "	35 00
F. A. Jayne, "	45 00
Disbursements of City Treasurer	419 28
Charles K. Barnes, Feb'y-March salary	100 00
W. A. Botsford, vaccination	9 70
J. S. Stern, collecting garbage	57 00
F. Englert, board of horse	50 00
P. O. orders	28 10
F. J. Dowling, salary	10 00
A. J. Morelhan, salary, Feb.	31 00
J. M. Durkin, " "	10 00
M. Fitzpatrick, " "	10 00
Thos. M. Gargan, " "	25 00
L. W. Miller, " "	25 00
John McDonald, " "	12 00
W. R. McArthur, " "	15 00
M. Kleisley, " "	15 00
M. Kleisley, tax bill, 1889	14 30
A. Hetto, salary February	6 00
S. A. Pierce, " "	26 00

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Casey, disbursements		
Swanton, salary Feb.		
Cantil, "		
Casey, "		
Sullivan, "		
Jim, "		
J. Fisher, "		
P. C. Kavanagh, "		
Addie De Staebler, "		
Jas. B. Smith, "		
Maggie Gaffney, "		
A. D. Davis, "		
A. D. Davis, notices		
Wm. H. Sullivan, salary, Feb.		
G. R. Parsons, "		
Peter Sheridan "	Feb. and March	
Jos H. Fee, "	Feb.	
R. D. Smith, "		
W. J. Burke, "	Feb. and March	
C. D. Rent, disbursements		
Arthur McCormick, salary February		
K. J. Dowling, February salary		
E. H. Lent, labor and material		
J. P. Kimmel, labor and material		
A. Tserik, February salary		
G. A. Gilman, labor and material		
J. L. Townsend, February salary		
Thos. J. Neville, Clerk, for advance payroll		
Thos. J. Neville, Clerk, for advance payroll		
James S. Murray, inspection		
J. M. Aikenhead, salary, Feb. and March		
E. E. Dean, disbursements in office		
J. Gonnell, labor		
F. D. Ayres, February salary		
J. N. Tubbs, "		
F. B. Witherspoon "		
Executive Board		
Henry S. Ballinger, February salary		
M. Race, "		
J. B. Davis, "		
J. Armbruster, "		
Thos. J. Neville, clerk for advance payroll		
		$39,383 35
UNPAID.		
Water Works Com. ex. to Albany		
Harry B. James, note		
" "		
" "		
" "		
" "		
Rochester Base Ball Association, note		
Arnold & Vandeventer, note		
Arnold & Vandeventer, check		
James O. Murray, note		
Thos. L. Quigley, note		
Thos. L. Quigley, check		
(Credit has been not paid on these two amounts.)		
J. Crowley, labor		
J. B. O'Reilly, labor		
Jno. T. Clark, services		
H. M. Pulsman, notices		
D. W. Salve, expenses to Albany		
F. D. Fay, services		
Total		$1,751 50

John A. Davis scrips for amounts abstracted from time to time, on sums as named; no dates given, but probably all the following was taken after July, 1888.

July, 1888—Check for sum total abstracted up to this date, previously represented by separate scrips, as below... $37,000 00

"	300 00
"	100 00
"	500 00
"	100 00
"	1,050 00
"	30 00
"	50 00
"	50 00
"	50 00
"	100 00
"	300 00
"	50 00
"	100 00
"	400 00
"	520 00
"	50 00
"	1,050 00
"	100 00
"	2 00
"	50 00
"	100 00
"	100 00
"	200 00
"	100 00
"	100 00
"	3,500 00
"	50 00
"	100 00
"	50 00
"	300 00
"	50 00
"	100 00
"	100 00
"	100 00
"	100 00
"	250 00
"	25 00
"	500 00
"	25 00
"	100 00
"	10 00
"	550 00
"	1,000 00
Hannan	750 00
"	300 00
"	200 00
"	100 00
"	200 00
"	100 00
For Standard Ale Brewery stock	100 00
Sundry scrips	550 00
Sundry insurance scrips	1,999 58
Private bills paid—scrips for	284 10
"	631 43
"	110 00
Total	$60,777 12

STATE OF NEW YORK, COUNTY OF MONROE, } S. S. CITY OF ROCHESTER.

We, Hulbert O. Thayer and John Bower, being severally duly sworn, say, and each for himself says: That the foregoing is a true and accurate copy of the amounts of checks, assignments and overdrafts advanced by John A. Davis, late City Treasurer and found in the City Treasurer's office on February 14th, 1890, at which time we assumed charge of said office.

Severally sworn before me this 28th day of March, 1890.

H. O. THAYER.
JOHN BOWER.

SYLAS M. BEASTIE, Commissioner of Deeds.

It is explained that the drafts of Thomas J. Neville on the treasurer were for amounts of week's pay-rolls over the limit of $1,500, authorized by the charter and which it was the duty of the Executive Board to audit and file in the treasurer's office. [illegible]

ROCHESTER EVENING TIMES
Y. MA[illegible]

SENATE COMMITTEE.

Senator Fassett Says it Cannot now Visit Our City.

President Ross of the chamber of commerce has received the following letters which are self-explanatory:

ALBANY, March 27, 1890.

Lewis P. Ross, President of Rochester Chamber of Commerce:

MY DEAR SIR—Your favor of March 25th, signed by yourself and Mr. McClintock in behalf of the Rochester chamber of commerce, duly received.

I have presented the same to our senate committee on cities, through its chairman, Hon. Francis Hendricks, and the committee have directed me to answer that, while it is somewhat uncertain what action they may ultimately take with reference to visiting the city of Rochester, one thing is certain, that they will be unable to do so during the continuance of the present session of the legislature.

Very truly yours,
J. S. FASSETT,
Chairman Sub committee.

Lewis P. Ross, Esq.:

MY DEAR MR. ROSS: I have your favor of the 25th inst., with inclosure. I will certainly do what I can to have the committee visit Rochester at the earliest day possible. Of course you will not overlook the fact that my duties in New York are of very great importance, and just now we are pressed for time, as the business of the legislature demands the attention of every member of the the cities committee, and so do we have devoted considerable time to the investigation in New York. I presume it will be impossible for the committee to get to Rochester before the adjournment of the legislature, as it would not be profitable to drop the investigation in New York just now. I understand thoroughly there is nothing partisan, so savor of politics in the application of the chamber of commerce to have an investigation and have the committee come. The investigation will be fair and open, thorough and exhaustive, but without any political bias. I am recuperating my health slowly. I find my strength comes back not as rapidly as I could wish, but I will come around all right.

Yours truly,
DONALD MCNAUGHTON.

The Post-Express.
ROCHESTER, SATURDAY, MARCH 29.

LEGISLATIVE INSPECTION.

Visit to the State Industrial School by a Joint Committee.

The lobby of Powers hotel was thronged with prominent gentlemen this morning. It was known that the legislative committee to inspect the State Industrial school would start from the hotel. Secretary McClintock had an interview with Senator McNaughton about the water storage and other projects, and George C. Buell and Charles E. Fitch had a long talk with Senator Sloan.

Among the managers of the Industrial school who accompanied the committee to the institution in hacks were: President William Purcell, Judge Thomas Raines, Rev. Dr. Gibbard, Dr. Backus and Marcenus H. Briggs.

An appropriation to cover the past year's deficiency and an increase of the annual appropriations from $40,000 to $140,000 is desired from the legislature and the visit of the committee is to ascertain the necessity of the appropriation.

Senator McNaughton is looking remarkably well. He says he needed rest and he has secured it and he feels cheerful and happy.

ON THE LIST

VARIOUS EXPLANATIONS OF VARIOUS ITEMS.

Discovery of a Resolution of the Common Council Supposed to Authorize Advances to City Officials—A Certificate from John Bower.

The city treasury list as published yesterday contained a record of scrips placed in the drawer by Davis as he drew money for himself. These scrips began to accumulate after July, 1888. Davis had taken $37,000 before that time, but replaced the scrips for it by a check for the full amount. Therefore the item of $37,000 should appear separate although it was published yesterday in the list of scrips which accumulated after July, 1888. The same list of scrips contains six, aggregating $1,050, against J. W. Hannan. That is the way they were given by Davis in the first place, but it has since been discovered that Davis took this money for his own use. The items against Hannan in the main list are correct as published.

It is now said that the city officials who received advances on their salary from ex-City Treasurer Davis based the legality of that action on this resolution, introduced by Alderman Upton and passed by the common council April 23, 1884:

By Alderman Upton—Resolved, That the city clerk is authorized and directed to draw and deliver tax warrants for the several monthly salaries on the first day of each month, and that he present to the board, at the first meeting following the first of the month, the list of officers and employees and amounts severally paid them.

[illegible] Chief Engineer Hoyt of the B., R. and P. railway company. Superintendent of Police Cole said this morning in explanation of the appearance of his name on the list: "I have to account for some money to pay for detectives. I have paid out of my own pocket, and I have been obliged when I have not had the money in my pocket, to draw on the city treasury. When the city treasurer's office has been closed I have had to borrow from detectives and even from [illegible] proprietors. I paid back the $100 which was on the books, two days after the defalcation was discovered. I think the common council will make an appropriation for a fund to cover the expenses of detectives who go out of town for prisoners. I think it was a good thing to publish the list and accompany it with the proper explanations."

Supervisor Lyman M. Otis said: "I was greatly surprised to find my name in the city treasurer's list as published in last evening's papers. It should have been L. M. Otis & Co., and proves to have been a check loaned to one of the customers of our firm some three months ago. We supposed the check would be presented at once at our bank for payment, and we never knew who held it until the list was printed. The check was presented about the time of the exposure and was paid and charged to our account, as we discovered when our bank book was written up. Even at that time we did not know in whose possession it had been. Neither my firm nor myself, individually, ever asked or received any money from the city treasury, nor were we in any manner benefited by the holding of this check, which was done wholly without our knowledge."

As to the appearance of the name of ex-Congressman Ely on the treasury list, H. F. Remington says: "Mr. Ely has been in New York the greater part of the winter and I presume that he was not aware that his bank balance was not sufficient to meet the check he had given to Treasurer Davis in payment of his city taxes for 1889, at the time when the same was presented to his bank for payment. Learning that the treasurer held Mr. Ely's check after the defalcation was made known I notified him and immediately took up the check and paid the city interest on the same. No possible loss could have accrued to the city even had the check not been paid, for it was given to pay taxes on unincumbered real estate worth at least $200,000."

Alderman Shelter's name appears on the list in connection with a check for $65. The alderman in January borrowed that amount from Davis in the German-American bank, and gave his check for it. He had not drawn his salary for October, November and December at the time, and of course the city was in his debt for more than three times the amount of the money he received from Davis, which was simply a matter of convenience for the moment, as he might have drawn the money by going to the City hall for it.

Police Commissioner Casey is not in the city but as explanations seem to be the order of the day, a statement is due the official named. This item appears on the list:

J. D. Casey, salary, February $250 00

Commissioner Casey's advance was not his February salary but was for his quarterly salary, due January 1st, for the months of October, November and December. Mr. Casey drew $250 on January 6th and thus the amount was past due. The reason the payment is considered an advance is because the finance budget including this amount was not passed until February 4th.

Ex-City Treasurer Davis had printed blanks in his office for the convenience of those desiring advances. This is the form of the blank:

$—— ROCHESTER, N. Y., —— 18——

For value received, —— hereby transfer, sell and assign unto John A. Davis, all —— right, title and interest, in and to the sum of —— dollars, with power to collect the same. And —— hereby guarantee the auditing and payment of the same by the city of Rochester, to the assignee named therein, and certify that no previous assignment or claim has been given of the account as rendered by —— being for —— and chargeable to —— fund.

H. B. James showed the following certificate from John Bower to a POST-EXPRESS reporter this morning:

This is to certify that the five notes which appear in the treasury defalcation list of "amounts unpaid," charged to Harry B. James, should not so appear as Mr. Davis personally received payment for the same, as testimony goes to show. The several sums, therefore, simply increase Mr. Davis's delinquency. Mr. James does, however, still owe the city for one of said notes to the amount of $125.30 and protest fee.

JOHN BOWER.

The following is self-explanatory:

TO THE EDITOR OF THE POST-EXPRESS.

I am unable to see how in any manner my transaction with the city is subject to criticism. When my tax became due, August last, it was inconvenient for me to pay it, and I asked the accredited agent of the city, then its honored representative, to extend the time of payment until March last. He did so, adding to my tax at the rate of 12 per cent., just the amount which would be then due, and took my check for that amount, which was paid before it was due. The city saved 8 per cent. by this transaction, which I lost. Not one cent of the city's money was advanced to me, and the municipality was the gainer by my misfortune. While I have suffered a great wrong in this matter, I am happy to feel that I have done none.

GEORGE H. HUMPHREY.

Results of City Suits.

The following table, from the annual report of the law committee of the common council, shows the amount of damages claimed against the city during the last year and the amounts paid:

	Damages and costs paid.	Amount claimed.
Mary Shell	$192 50	$1,000
Mary Meyers et al	107 41	1,000
J. W. Schrader, exr., etc.	441 80	3,000
F. W. Alexander, exr., etc.	297 37	5,000
F. X. Erbland	344 64	2,000
G. A. Zwerger	1,001 67	5,000
Miller Brewing Co.	675 00	20,000
E. G. Densmore, exr., etc.	929 77	1,500
James Palmer	4,372 55	20,000
F. J. Zorsch	1,173 15	[illegible]
Geo. Chapman, sr.	1,585 30	10,000
Wm. Bayck	493 48	1,000
Peter Braal	431 52	2,000
M. A. Frothingham	116 81	5,000
Albert C. Hobbie	1,449 43	5,000
James Palmer (for right of way and back damages)	3,178 24	—
Total	$18,818 15	$81,500

NEW DIFFICULTY

HORSE CARS TO RUN ON STATE STREET.

The Street Railway Company Proposes to Give That Thoroughfare the Cold Shoulder—Action of Recalcitrant Property Owners.

The street railway company has found it impossible to secure the consent of several property owners on State street to run electric cars in front of their property and Arthur Luetchford, treasurer of the company, told a reporter this morning that it has been determined, in view of the course of these property owners, to run horse cars from Vincent place to Main street, on State street.

This action, if taken, will make the corner of South St. Paul street and Main street "the four corners" of Rochester, and will necessarily hurt the value of property on State street.

Mr. Luetchford said to the reporter that the company had no desire to ignore the interests of State street, but it was compelled to adopt the course named.

Messrs. Powers, Butts and Elwood are among the principal property owners on State street who have given their consent.

A statement, of which the following is a copy, has already been presented to forty-seven State street merchants, forty-five of whom promptly signed it:

The undersigned merchants doing business on State street between Main street and the N. Y. C. R. R., view with deep concern the threatened injury to their interests by reason of the indefinite delay in securing rapid transit for this portion of the street, if not its entire seclusion therefrom, by unfriendly action.

Many of us who feel that we are just emerging from diversion of traffic through other channels, the injury that resulted to State street by the caused by the removal of the N. Y. C. depot, realize that a helping hand should now be extended to encourage every improved means of speedy communication with our business center through every radiating channel.

All of these are important [illegible] ity as a whole and to the direct interest of each, we believe, more imperative than this portion of State street.

Rochester, March 28, 1890.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MARCH. 31, 1890.

A BIG IMPROVEMENT

NEW COMMERCIAL BLOCK IN THE CENTER OF THE CITY.

The Sibley Estate Preparing to Rebuild at the Corner of East Main and North St. Paul Streets for the Accommodation of Burke, Fitz Simons, Hone & Company.

It is learned that the trustees of the estate of Hiram Sibley have just concluded arrangements for a large improvement of their property occupied by Burke, Fitz-Simmons, Hone & Co., at Main and St. Paul streets. One hundred feet of the present building on North St. Paul street, starting about eighty feet north of Main street, will be taken down and a new building constructed, running through to Liberty street, a distance of 112 feet. Iron, brick and stone will be used in the construction of the building, and it will be six stories high, including the basement. The St. Paul street front will have large plate glass store fronts. The entire building has been planned with especial reference to the dry goods business and will be provided with all modern improvements for this purpose. Steam heating apparatus will be introduced and a modern high-speed passenger elevator. Iron shafts and stairways will be built.

The flat roof will be set off by a handsome cornice, and the new building and the improvement will make a most creditable addition to the many handsome buildings which now ornament North St. Paul street. That portion of the building which fronts on Main street, and also a portion at the extreme north end, will not be changed for the present. All the work is to go on without interfering with the regular business of the firm of Burke, Fitzsimons, Hone & Co. It is possible that after the work is started some changes may be made in the plans in the direction of even more extensive improvements than those outlined above.

The plans have been drawn by Architect Cutler Church, and work will be pushed rapidly to completion under Thomas W. Finucane's direction.

The Water Supply.

Editor Union and Advertiser:

In the recent report of the joint committee on the Hemlock water supply, &c., considerable progress is shown arising from the public consideration of the *water-waste* question in that it recommends the immediate addition and use of 10,000 meters in this city as a check on water waste, which is a step in the right direction, but in the opinion of a large proportion of citizens who have closely considered the subject it only goes part way to a complete solution of the water supply now alleged to be short, but is really ample for present needs and years to come if distributed on business principles, and can be so shown by metering every service.

This city takes about ninety-three gallons per capita per day (nearly three barrels), which is about twice as much as a metered city will consume. As a partial test, ask the head [illegible] man [illegible] average case a daily use of two barrels of water, or even one and a half barrels. Or if each of our taxpayers will take the trouble to investigate thoroughly and to compare the results found in other cities who supposed, as this city, before metering, the supply inadequate, but after placing meters on a large portion of the services an ample supply was demonstrated without increasing the volume, but by simply stopping the waste, they will be led to adopt the views above expressed and held by four fifths of those the writer has conversed with on the subject.

The committee also recommends an additional conduit which many holds would be unnecessary after full metering, which would involve only about one-fourth of the expense of the proposed conduit, and will verify an abundant supply of water for years to come besides lessening the interest on city bonds therefor about $100 per day as compared with another conduit.

Every service should be metered to show how much water is used and how much to collect therefor, being as much needed by the city as a gas meter is by a gas company to collect pay for gas used, both alike costing money. The average citizen will be astonished on investigation in finding such quantities of water wasted and misapplied in various ways.

If this subject is kept before the public, a full consideration given it, or a vote taken by all the taxpayers, the above conclusions must prevail, obviating a large city bonding. It is urged the city ought to be protected by another conduit against accident by bursting of pipes. An examination of the present conduit having been recently made, it was found in all respects and parts well preserved and strong. A large reservoir built here will accomplish that protection with comparative small expense.

TAXPAYER.

Postmaster and Treasurer.

It was understood that Gen. Reynolds would be prepared to relieve Postmaster Fleckenstein this evening, so that the latter could take charge of the city treasury to-morrow. There will be some delay in this arrangement, as Gen. Reynolds has not yet filled his bonds. The general left for Washington last evening for the purpose of doing so and as soon as he returns will probably take charge of the postoffice. Meantime Ald. Thayer will continue acting treasurer.

ROCHESTER MORNING HERALD
TUESDAY, APRIL 1, 1890.

FOR BETTER SCHOOLS.

Meeting of the General Educational Committee Yesterday.

The first meeting of the general educational committee was held yesterday afternoon at four o'clock in the chamber of commerce rooms. It was attended by about a hundred people, a majority of whom were ladies. The meeting was called to order by Henry Michaels, and Dr. S. A. Lattimore of the university was chosen chairman. George D. Hale served as secretary.

Max Lowenthal presented a draft of a proposed constitution, together with by-laws for the government of the organization. The body is to bear the name of the Citizen's educational association. There will be the usual officers and the association will have ward branches with standing committees for each branch. In this way provision will be made for a systematic inspection of the public schools by representatives of the association. The constitution also aims at taking up other branches of the educational system, as, for example, the establishment of cooking and sewing schools.

The constitution was discussed section by section. Among those who took part were Henry Michaels, A. C. Allen, Dr. Porter Farley, Mrs. E. V. Stoddard, Mrs. C. M. Curtis and Mrs. W. C. Gannett. Much interest was manifested in the work of the association. The constitution was referred to a sub-committee for revision and amendment. This sub-committee consists of the following named persons: Captain Henry Lomb, Dr. Porter Farley, A. C. Allen, W. F. Peck, Max Lowenthal, George D. Hale, Henry Michaels, Mrs. Jane Marsh Parker, Mrs. C. M. Curtis, Mrs. W. C. Gannett, Mrs. H. S. Greenleaf, Mrs. Joseph O'Connor, Mrs. Max Landsberg, Mrs. H. B. Clark. In addition to preparing the constitution for submission to the whole association, the sub-committee is also empowered to nominate officers. It will report to a general meeting at the chamber of commerce next Thursday evening at eight o'clock. All interested in educational subjects are invited to attend this meeting. The sub-committee will meet at three o'clock to-morrow at the chamber of commerce.

MR. FITCH RETIRES.

We publish elsewhere in our columns to-day the card in which Hon. Charles E. Fitch yesterday announced his retirement from the editorship of the Democrat and Chronicle. Mr. Fitch has been appointed collector of internal revenue for this district and yesterday assumed charge of that office. In his card he assures his friends that "he does not mean to permanently abandon journalism, and he hopes that, with renewed strength, he may sometime return to a profession which, however [illegible] he loves." This assurance will be [illegible] ceived with gratification by the public which has so long read with pleasure Mr. Fitch's graceful and vigorous discussions of public affairs. We extend to him the most cordial wishes for his success and happiness in the new field of activity upon which he has just entered. The Democrat and Chronicle has not yet made any announcement respecting Mr. Fitch's successor, but it is generally understood that the editorial control of that paper is now in the hands of Ernest R. Willard, for sometime its popular and efficient managing editor.

ROCHESTER

AN EXAMPLE WASHINGTON SHOULD IMITATE.

Our Elevated Tracks Illustrated—General Reynolds Files His Bond—Colonel Otis Will be "Next"—Duty on Hides.

Special dispatch to the Morning Herald.

WASHINGTON, March 31.—The splendid manner in which Rochester is protected from danger to life and limb by the railroads which enter the city was used to advantage by the people of Washington to-day. For years efforts have been made to have the railroads entering this city give some protection to life and property. Several bills to solve the problem are now before congress, and the district commissioners are required to report upon them.

To-day members of the board of trade and citizens' associations were given a hearing by the commissioners looking to a solution of the question. Photographs showing street crossings in Rochester were exhibited, and the protection such a system afforded was urged in advocating the bill which has been introduced by Senator Chandler. It is probable that this bill will be adopted.

General Reynolds, the new postmaster of Rochester, arrived here this morning and spent the day at the postoffice department and at the capitol.

In conversation with the HERALD correspondent to-night General Reynolds said that he had filed his bond at the department to-day, the amount being $110,000, and that he would receive his commission to-morrow, when he would leave for home by way of New York. His bondsmen are a near relative and some members of George H. Thomas post, but he did not care to give out their names for publication.

Martin W. Cooke and Ira L. Otis, the latter a brother of Colonel Otis, have been busy to-day in trying to secure for the latter the promotion to the vacancy in the brigader generalship, which will occur when the vacancy caused by the the death of General Crook is filed. In company with Representative Baker, they called upon the secretary of war, Senators Hiscock and Evarts and many of the New York delegation in congress. The latter will probably unite in a letter to the president recommending Colonel Otis' promotion, as he is the only candidate from the state.

Secretary Proctor called for the record of Colonel Otis and read it carefully, saying that it was superior. The fact, however, that Colonel Otis was some distance down on the list he thought might injure his chances for the present, especially as Colonel Grierson, the ranking officer, would be retired in July next. The latter will probably be appointed and allowed to retire with the increased pay and high title and the way will then be open for another appointment when Colonel Otis will probably be named.

Mr. Baker to-day secured the appointment of Maurice T. Griffin to be postmaster at Henrietta, a fourth class office.

Republicans living near the Suspension bridge at Niagara Falls desire a change in the collector at that place, and Hon. Richard Crowley heads a delegation stopping at the Arlington, and whose object is to secure, if possible, the removal of the democratic incumbent.

T. A. Reynolds of Rochester, W. B. Rice of Lockport, Frank B. Seeley of Hartland and James Compton of Middleport accompany Mr. Crowley. The delegation is pledged to Mr. Compton.

There are two other Richmonds in the field. James Low and John A. Merritt, the former having been postmaster under Grant's administration, and the latter is now under sheriff of Niagara county. Mr. Compton, on the other hand, has never held office, but relies upon his record as a soldier to help him in his canvass for the position.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The action of the ways and means committee in proposing to place a duty of 15 per cent. on hides, as shown by the bill which was finally reported to-day, was not very pleasing to Mr. Baker, who had been led to believe that hides would be placed on the free list. He said to the HERALD correspondent to-night, however, that he would certainly vote to place hides on the free list just as soon as the matter came up for consideration in the house. All the eastern members, whose constituents are interested in the manufacture of hides, are disappointed at the action of the committee. W.

The Post-Express.

ROCHESTER, TUESDAY, APRIL 1.

FIRES OF THE YEAR.

The Annual Report of Chief Engineer Bemish.

The fiscal year of the fire department closed yesterday and Chief Bemish's report shows that from April 1, 1889, to April 1, 1890, there were 159 calls, of which 126 were bell alarms and the remainder still alarms. The full amount of the losses for the same period can not yet be ascertained. From January 1, 1889, to January 1, 1890, there were 165 fires and the total loss for that period was $147,375. The total insurance on the property burned was $1,712,000. The largest fires of 1889 were those of Lovecraft's planing mill, May 17th, and Gleason's machine shop, November 25th. The largest fire since January was that of Hunt's box factory. The fires of the different months were as follows: January, 16; February, 20; March, 14; April, 10; May, 17; June, 9; July, 15; August, 11; September, 9; October, 14; November, 18th, December, 11. There were twenty-two fires less last year than the year just previous. During the last year, Hose 8, on Grand street, was added to the department. The water pressure was so low during the summer that Steamers 2 and 3 were rebuilt and Steamer 4 was traded in partial payment for a new engine, the cost of the improvements and the new engine being over $7,000. The number of men in the department was increased from 82 to 99.

Chief Bemish was asked his opinion as to the feasibility of adopting the Boston *Herald's* suggestion to the effect that the chief engineer of the fire department should have at all fires a headquarters where he or his responsible representative could be found. It is in use in New York and Chicago and is to be adopted in Boston. The headquarters are designated by a red flag by day and a red light at night. "I think the plan impracticable for our city," said the chief. "Rochester, of course, can no more be compared with New York, Chicago or Boston than Brockport can be compared with Rochester. In the large cities where their streets are narrow and their buildings large, it is practicable. I think in these it is a good thing. Then again each of the chiefs of the fire departments in New York, Chicago and Boston has a number of battalion chiefs, which enables the head of the department to remain at the headquarters and give orders. I have only two assistant chiefs and only one of us is at a fire at a time. We are dressed in a uniform different from that of the men, and that, I think, is enough to distinguish us so that we can easily be found."

ANOTHER DELAY.

Postmastership and Treasurership Will Not Change Hands for a Week.

General Reynolds completed the preparation of his bonds Saturday and started for Washington. It is probable that he will not receive his commission for several days and the transfer of the office will necessarily be postponed for a week.

The transfer, therefore, of the postmastership from Valentine Fleckenstein to General Reynolds, and of the city treasurership from Acting Treasurer Thayer to Mr. Fleckenstein will not take place until next Monday.

CARS ON SOPHIA STREET.

The Consent of Property Owners has Been Obtained.

Before the street railway passed into the hands of the new company tracks for a new street car route were laid on Sophia street. A number of property owners served injunctions on the company restraining it from operating cars in front of the premises of the protesting property owners. The difficulty has been amicably settled by the managers of the new company. Arthur Leutchford was seen by a POST-EXPRESS reporter this morning. He did not wish to say anything concerning the terms on which the settlement had been effected, considering this a private arrangement between the new company and the property holders. He stated, however, that a settlement satisfactory to all parties had been made and that the new company would operate a line of cars on the Sophia street tracks as soon as it conveniently could.

[illegible] TRANSFER.

Internal Revenue Collector's Office at Buffalo—Mr. Fitch's Speech.

This morning's Buffalo *Express* says:

The [illegible] yesterday [illegible] of business [illegible] line of every day routine. Special Agent Jaeger, who has been in charge of the office since Saturday, completed his work of inspection and was able to turn everything over to the collector, Charles E. Fitch, in excellent condition. The term he used in speaking of the state of affairs was "most excellent."

"There is absolutely not a dollar collectable," he said to the *Express* reporter. "It is the cleanest list I have found."

The day was made a sort of reunion among the clerks and deputies inside and outside the offices and it was thought that all the outside deputies for the several counties of the district were present, some of whom have seen more than one such meeting in their term of service. Mrs. F. A. Earle, the deputy in charge of the Elmira office, lent her cheery presence to the group, and all went off in the pleasantest manner. She has been at the head of the Elmira office nearly twenty years, a deputy states, with the added opinion that she is reckoned quite indispensable there.

About 3 o'clock a heavily bound oaken box was smuggled into the office and when opened proved to be an elegant silver set of fifty-six pieces, the gift of the deputies to retiring Collector Hanlon. Mr. Fitch made the presentation speech in his most happy vein in which he complimented all for the creditable management of affairs and hoped that his administration would do as well.

Although Mr. Fitch has formally resigned the editorship of the Rochester *Democrat*, his journalistic instincts cannot be dropped so readily and when the reporter approached him be had only to be apprised of the fact to settle down in his chair and promise to answer any question that might be asked. Of course the principal question was as to the transfer of the principal office to Rochester.

"There will be no immediate change," said Mr. Fitch; "you can construe the word 'immediate' as you choose."

There have been three division deputies appointed, William J. Cook, of Pavilion, for the counties of Monroe and Genesee; Marcus H. Phillips, of Hulberton, for the counties of Orleans and Niagara, and Edwin L. Adams, editor of the Elmira *Advertiser*, for the counties of Chemung, Allegany and Steuben.

MUST BUILD CULVERTS.

Additional Expense to Which the City May be Put.

Attorney Havens made an application to Judge Rumsey in the Special term this morning for an injunction restraining the city from the pollution of Thomas creek running through his premises, which are located on East avenue near the city line. Assistant City Attorney Hone asked that the operation of the injunction be postponed until the city could build its proposed trunk sewer. Mr. Havens represented that five or six years was altogether too long a time to allow this nuisance to continue. He stated that a pipe could be laid in the bed of the creek which would carry the sewage past the premises of the plaintiff. Affidavits were produced to show that, not including the cost of obtaining right of way the culvert could be built for $8,000. Mr. Hone represented that if such a culvert were built a similar relief would be demanded by others having a similar right of action against the city, and that the plan would lead to endless expense. Mr. Havens represented that the city had already paid $5,000 damages to the premises in question, and that if the building of the new sewer should be postponed for any length of time the city could well afford to build the culvert. Judge Rumsey said that he had for some time been convinced that the true way out of the difficulty which had so long presented itself to the court was to build such culverts. He thought that a temporary right of way should be given by the property owners for whose relief the culvert was built, and added that if any difficulties were made by such property owners with regard to a temporary right of way it would afford the city a sufficient excuse for obtaining a further postponement of the operation of the injunction. "With the idea that such a temporary culvert will be built in the stream where it crosses these premises I will postpone the operation of this injunction until the first of next September."

THE UNION AND ADVERTISER

ROCHESTER, N. Y., APRIL 2, 1890.

WATER METER QUESTIONS

CHIEF ENGINEER TUBBS' OPINION SUBMITTED ON ALD. KELLY'S REQUEST.

Suggestion That the Additional Revenue Secured by the Increase in Water Rates May be Used in Paying for the New Meters—Some Statistics.

In response to a request from Ald. Kelly, a letter has been written by Chief Engineer Tubbs relative to the water meter question. The letter follows:

ROCHESTER, April 1, 1890.

J. Miller Kelly, Esq., Alderman:

DEAR SIR—In accordance with your request, I take pleasure in submitting certain information in relation to the cost of setting meters, the rapidity with which this department can set them with its present facilities, etc.

As the accounts for the past year are not yet fully made up, I can only give you approximate statements of the amount of meter work done.

An approximate statement of number of meters set during the last fiscal year is as follows: ½ in., 349; ¾ in., 30; 1 in., 21; 1½ in., 8; 2 in., 10; 3 in., 2; 4 in., 3; total, 423.

The meter principally used by this department is the Crown.

The price paid for the Crown meter delivered in Rochester is as follows: ½ in., $13.50; ¾ in., $22.50; 1 in., $30; 1½ in., $55; 2 in., $75; 3 in., $150; 4 in., $300.

A very careful and accurate account has been kept during the larger part of the last season of the cost of each item of labor and materials employed in setting these meters, and the average cost of setting the several sizes is as follows:

Half inch, $1.87; ¾ inch, $2.24; 1 inch, $3.01; 1½ inch, $4.76; 2 inches, $6.47.

The three and four-inch sets have been too few in number to enable us to make a reliable average. Some of these meters have been paid for by [illegible] [illegible] in [illegible] arrangements might be made with the manufacturer for a discount from list prices in case an agreement was made to order several thousand in a single year.

There are several other styles of meter which the water department has been carefully testing [illegible] which [illegible] Crown meter which is most generally in use in this department, which fact will enable us to take advantage of competition among manufacturers in case of a large order.

It has been the practise to pay for the meters purchased year by year from the moneys received for water rents. The charges against the fund received for water rents are: first, care and maintenance; second, $245,000 required by the Common Council to be paid into the city treasury to the reduction of the tax levy, and third, such an amount as may remain, can and has been used in the procuring and setting of water meters on the services supplying water to large consumers, such as hotels, restaurants, flats, blocks, livery stables and other large stables generally, railroads and manufacturing establishments, most of which at this date are covered by meters.

Any general metering beyond the classes enumerated must now deal with the private house consumption. It is probably true that the principal waste now occurs in the smaller and cheaper classes of tenement houses, where, if a fixture gets out of order, it is allowed to remain in that condition rather than incur the expense on the part of the owner or tenant of putting the fixture in order. Another source of waste in this class of houses is the impression that a constant and large flow of water into the sewer adds to the sanitary condition of the premises, all of which within reasonable limits is probably a correct conception. There is also another notion extant that the constant running of the water gives the household cooler and fresher water in summer and also prevents the freezing up of the services and fixtures during the winter. All of these facts, of course, renders it desirable that these services should be metered as rapidly as practicable without rendering the matter burdensome to the taxpayer.

But it is just this class of services which is most difficult and expensive to meter. Many if not most of them have no such basement or cellars as will render a meter safe from frost, unless expensive boxing and packing of meter and service pipe is resorted to when the meter is set, and if this work of protection is demanded of the tenant, it will not be effectively performed and if the meter is destroyed, the damage cannot be collected of him. It has been the practice of this department to box and pack meters in exposed situations and after that to require the owner to care for them and pay any damage that may thereafter result, and even then in many cases it has been necessary to resort to legal process to recover.

I have been thus prolix, that you may fully comprehend some of the practical difficulties attending a general metering of the water services and some of the reasons why the expense will be much greater than would be at first supposed.

I still remain of the opinion that in case of a general system of metering the average cost, including all sizes and setting, will reach from $18 to $20 each.

As to the question of shop and other facilities at the present disposal of this department I would state that we have facilities for employing, say, ten men continuously at this service; that this force could prepare the materials and set, of all sizes, on the average twenty meters per day for 300 days in each year, or at the rate of 6,000 meters per year. If more than this was required, a larger force of skilled men and larger shop and machinery facilities, must be provided than are now at the disposal of the water department.

You have also desired an expression of opinion from me of the advisability of charging the next tax levy with the sum of $150,000 for the purpose of purchasing and setting meters to that extent during the coming fiscal year. I had hoped to avoid any further discussion on this subject, but you are entitled to my best judgment on the subject, and I therefore frankly answer your question.

I understand the recommendation of the special water committee to be that the sum of $150,000 should be raised immediately for putting in meters and that provisions should also be immediately made for the construction of an additional conduit.

In consideration that the next tax levy must from recent events be unexpectedly large, I see no such urgent reason for extreme haste in putting on $150,000 worth of meters in a single year as would warrant increasing the burdens of the taxpayers to that extent. I am of the opinion that this sum can be distributed over a period of three to four years with no real detriment to the service and to the relief of the taxpayer. For reasons heretofore stated the putting in of so many meters in a single year will involve additional expenditures for shop room and machinery, and the work will not be so well and carefully done when hurried to the extent proposed.

If my view of this matter should commend itself to your judgment, I think the following suggestion, if adopted, will enable the expenditure of $150,000 for meters to be made within the next three or four years without being compelled to raise a dollar of it in any tax levy.

As the result of a popular demand, the Executive Board has made a general revision of water rates, to take effect May 1st of the present year. It is believed that this revision will result in an increase of revenue from water rents of from $50,000 to $60,000 per year. This increased revenue, whatever it may be, or such portion of the same as may be deemed expedient, may be diverted for meter purposes, year by year, until all or a great proportion of the services are metered.

My own personal wish would be, that after the first day of May next, all new services should be required to be metered and also such number of the old unmetered services, be metered each year, either at the behest of the Executive Board or at the request and expense of the consumer as would within a reasonable period cause the most of them to be metered and that the cost of the whole work should be paid from water rent receipts and not from direct taxation.

While I have thus frankly stated my views as favorable to a general metering of the water services, in a judicious yet prompt way, yet I desire once more to emphatically state to you, that in my opinion no such metering, however prompt or general, can operate to delay the necessity of the immediate construction of a new water works conduit.

Respectfully Yours,
J. NELSON TUBBS,
Chief Engineer Water Works.

The letter is of special importance in view of the fact that the questions raised were referred at the council meeting last evening to a special committee, consisting of Ald. Selye, Thayer and Kelly, which will probably report at the next meeting of the council.

THE UNION YEAR BOOK.

Words of High Praise from Gentlemen of Ability and Education.

The following are among the many words of commendation received by the editor of the UNION AND ADVERTISER Year Book for 1890:

ROCHESTER CHAMBER OF COMMERCE,
Rochester, March 31st, 1890.

Hon Geo. W. Elliott:

MY DEAR SIR:—I have had occasion to use the UNION AND ADVERTISER Year Book for 1890 to a considerable extent and have carefully examined it in detail. I cannot refrain from expressing to you my appreciation of its value to the city of Rochester. I know well the difficulty of preparing such a book, with the statistics of the city being in such a chaotic state.

You as well as the UNION AND ADVERTISER are entitled to the thanks of the people for this manual, which, for local interest and value, surpasses any book of the kind which I have seen from any part of the country. Very respectfully yours,
J. Y. MCCLINTOCK.

TRIBUNE OFFICE,
New York, March 24, 1890.

My Dear Mr. Elliott:

Democrat and Chronicle

[illegible] Y, APRIL 2, 1890.

METERS AND MORE WATER

The Aldermen Declare in Favor of an Additional Conduit.

EXTENDING THE CITY LIMITS

Alderman Selye's Meter Scheme Referred to a Committee—The City Physician Question—The Mayor's Farewell—Regular Council Meeting.

The usual order of things was reversed during the first part of last night's Common Council proceedings. The ladies outnumbered the men. They came in force to exert as much influence as possible for the appointment of women as city physicians. The Female Charitable Society, Advisory Board of the Provident Dispensary and the Woman's Political Club were represented by large delegations.

The most important business was the passage of the resolution favoring water conduit. The resolution was discussed freely and was not passed until a motion to table was lost. Besides this quite an amount of important business in the shape of charter amendments and legislative measures was discussed.

The meeting was called to order at 7:15 o'clock. The discussion of the city physician question was brought on by the presentation of the report of the overseer of the poor. This officer was directed at a previous meeting to canvass those dependant on the city for medical attendance and learn their preference—whether for male or female physicians. The canvass resulted as follows: Total number visited that are attended by city physicians, eighteen; total number visited at hospitals attended, fifty-five; total number called at poor office, fifteen; total eighty-eight. Of these seventy-eight favored male physicians, seven female and three had no choice. The number of females sent from the dispensary by the lady physicians was fifteen, of which eleven wished female physicians and two had no choice.

After this statement had been read the question was opened for discussion. Mrs. E. B. Chace spoke in favor of female physicians. She represented the Female Charitable Society. Mrs. H. S. Greenleaf, a representative of the Woman's Political Club, said she supposed city physicians were supported by taxes. Therefore she supposed women had a right to a voice in the selection of physicians. She did not ask that two additional physicians be appointed; only that two of the six already provided for should be ladies. Mrs. H. B. Clark, of the same club, thought the ladies made a modest request; only two physicians out of a staff of six. The ladies felt, she said, like a multitudinous wife coming before a composite husband and asking for pin money. She asked who paid the city physicians? The taxpayers; but who were the taxpayers? They are men and women. The paymasters should have the right to select these physicians. But there were other reasons—moral and humane ones. She thought the ballot in the hand of woman would solve this and like questions. But they could not wait for this.

Mrs. C. M. Curtis called attention to the antiquity of women physicians. They were common in Bible times. No one knew how to administer to the sick better than they. Then a woman would sympathize with sick women. "They are our sisters," said she, "no matter how low and degraded they may have become. The interests of humanity demand that women be appointed as city physicians." Mrs. L. C. Smith spoke on the same side of the question.

Colonel H. S. Greenleaf endorsed the sentiments expressed by the preceding speakers. He hoped the aldermen would grant the request. Judge Thomas Raines also spoke for the Female Charitable Society and the Advisory Board of the Provident Dispensary. He referred to the ladies he represented as citizens without votes. "We are appealing here," said he, for mercy to women—for ladies who are ladies though they are poor. "Why," asked the speaker "do the women run from the poor department to the Provident Dispensary? Because in the one case they are placed in the hands of men; in the other they are attended by women. Search the records of the Common Council and you will find sworn affidavits showing the acts of some of the men who have represented you as city physicians." In closing Mr. Raines said the movement was not that of an hour, but one which had been growing for some time.

Alderman McMillan sent up a communication from the Rochester Female Charitable Society and Alderman Fee handed up another from the Fortnightly Ignorance Club. Both favored the appointment of female physicians. The matter was finally disposed of by a motion from Alderman Kelly referring the subject to the new board.

Alderman Kelly moved that the penal ordinance in reference to the lighting of hack lamps be suspended. The motion was carried. The salary budget was read and adopted.

The special committee reports were headed by one from that having in charge the North St. Paul street improvement. The matter of changing the grade of the street was referred by it to the city attorney.

The following from Mayor Parsons was received:

MAYOR'S OFFICE,
ROCHESTER, N. Y., April 1, 1890.

To the Members of the Common Council:

GENTLEMEN: No one can step aside from the discharge of public duties, its cares, burdens and responsibilities, without some sense of relief, and yet I cannot retire from fourteen years of continued service as the [illegible] deep sense of gratitude to my co-laborers in our municipal government for their countless acts of kindness to me and my lasting attachment to the city and to the citizens by whom I have been so often and so signally honored.

Notwithstanding the clashings of political strifes I shall carry with me into private life only the happiest recollections of my official relations with political opponents, as well as political friends.

Few, if any, of the present members of the Common Council can count their years of public service equal to those which I now bring to a close.

But as many of your number will answer to the roll call of the next Common Council I may be indulged in a brief thought of the future.

The marvelous growth and prosperity of Rochester in the past fourteen years has been in some measure due to the conduct of our municipal affairs.

To even a greater extent will our future prosperity be affected by the administration of our city government.

Notwithstanding the great increase of our manufactures, the steady development of our trades and commerce, and the beneficent effects of our various public improvements, the benefits justly to be expected will fail of realization unless a watchful eye be kept on the expenditure of the public money, and the burdens of taxation be laid with gentle hand upon the poor as well as upon the rich.

From each of you and from all the citizens of Rochester I ask cordial greeting to Mayor William Carroll.

He is a just, generous and upright man. That he will make mistakes is certain, for no man is perfect.

Whenever you and he may differ, do not be hasty in criticism, remembering that you are quite as likely to be in error as he. Give him your confidence, aid and encouragement. Remember that as your chief magistrate he will have the good of Rochester at heart.

Let it be your pride always to advance the best interests of our beautiful city and the approval of your own consciences, as well as the just judgment of those whose opinions you value, will be your reward.

Gentlemen of the Common Council, I bid you adieu and God speed.

Sincerely yours,
CORNELIUS R. PARSONS.

Meat and Milk Inspector Toole submitted his annual report. It showed thirty-six complaints of poor and bad meat; unwholesome and unfit meat seized, as follows: Twenty-six tubs putrid sausage meat, twenty-two carcasses mutton, eleven carcasses of veal, two carcasses of beef, twenty-three pieces poultry, fifteen kegs rotten fish, seventy-five barrels rotten eggs. The total amount of meat confiscated, 3,100 pounds, as compared with the figures of the preceding year, 13,000 pounds, shows a decided improvement in the character of city markets. The report adds that of the cases prosecuted, sixteen have resulted in conviction and the collection of fines amounting to $425. In closing Mr. Toole said: "It can be truthfully said that the character of the milk supply of the city of Rochester shows a decided improvement over past years and with constant watchfulness in the future even better results will follow."

The city sealer's report showed total receipts of $176.25. The meeting of April 22d was set as the time for hearing final allegations in the matter of obtaining right of way for Taylor street sewer.

First ordinances were adopted as follows: Brown Square cement walk, $2,100; Champion street plank walk, $550; Van Auten Place plank walk, $65; Smith street sewer, section No. 2, $5,400; North Union street asphalt improvement, $22,800; Spring street asphalt improvement, $22,300; Spring street pipe sewer, $930; North Union street medina stone improvement, $19,000; Courtland street pipe sewer, $1,250; Brooks street plank walk, $275.

The Averill avenue improvement ordinance was indefinitely postponed and the Clinton Place ordinance was put over for two weeks.

Final ordinances were disposed of as follows: Flint street sewer and grading postponed one week; Smith street sewer, adopted; Connor Park sewer, postponed one week; Jay street sewer, adopted; Flint street plank walk, adopted; Thrush street plank walk, adopted; Fourth avenue plank walk, adopted; Culver Park cement walk, adopted; Loomis street improvement, adopted; Chatham street asphalt improvement, adopted; Delevan street asphalt improvement, adopted; Lyell avenue improvement, postponed three weeks; Lake avenue Medina improvement, postponed three weeks; Plymouth avenue, Cottage and Mansion streets sewer, postponed one week.

Alderman Kelly called up the application of the Buffalo, Rochester & Pittsburg Company to cross Colvin and Ames streets at grade. The matter had been postponed from the last meeting. The alderman sent in a resolution granting permission with the proviso that should the company elevate its other tracks at this crossing this spur should also be raised above grade. The permission was given by the council. It does not establish a new grade crossing. One already exists at the point named and the laying of an additional track only is contemplated.

At the last meeting the recommendations of the special water supply committee were laid on the table. Alderman Kelly called them up last night for discussion. He said that raising the $150,000 necessary to buy the number of meters proposed would be a serious question. He wanted to see the taxes cut down as much as possible and with the present condition of treasury affairs this would be difficult. The city might have a deficiency of $62,500 to make up. He moved the reference of that portion of the special committee's report relative to purchasing meters, to a committee. His motion directed that this committee consist of three, two of whom were to be the Alderman of the Ninth and the chairman of the finance committee. This motion was carried. [illegible] Selye moved to lay on the table that portion of the report allowing the city to bond itself for a new conduit.

"That means the death of the bill this year," said Alderman Kelly. The ayes and nays were called. Alderman Selye explained his vote. He thought it was only fair to try the meters. He hoped the public sentiment of the people would be listened to. He thought the large consumers wanted 15,000,000 additional gallons so that water would be cheaper. He voted to lay on the table. Alderman Kelly thought the whole discussion narrowed down to this—after metering, another conduit was still necessary. Besides the resolution did not bond the city. It only enabled it to be done. It would take three years to construct the conduit. Meters would be necessary during that time. He thought the city was "hewing too near to the danger line." Another conduit was necessary as a precautionary measure. The motion to table was lost by a vote of 11 to 4. The question recurred on the adoption of the resolution favoring the construction of a new conduit. The enabling act was carried by a vote of 11 to 4.

Joseph Field was elected constable in the Fifth ward. Inspectors in the Ninth ward were elected as follows: First district, James McFarlin; Second district, Frederick J. Decker.

Alderman Fee sent up a resolution which stated that a movement was on foot to place Rochester back under the provisions of the Cantor act. The resolution directed the law committee to see if public interests would be subserved by such action.

Alderman Judson sent up a charter amendment extending the city boundaries. The amendment would admit the park lands and certain lands in the Fifteenth and Sixteenth wards. A copy of the bill follows:

AN ACT to amend chapter one hundred and forty-three of the laws of one thousand eight hundred and sixty-one, entitled, "'An act to amend and consolidate the several acts in relation to the charter of the city of Rochester,' as amended by chapter fourteen of the laws of one thousand eight hundred and eighty, entitled, 'An act to further amend chapter one hundred and forty-three of the laws of one thousand eight hundred and sixty-one, entitled, 'An act to amend and consolidate the several acts in relation to the charter of the city of Rochester,' and to consolidate therewith the several acts in relation to the charter of said city.'"

The People of the State of New York, Represented in Senate and Assembly, do enact as follows:

SECTION 1. Section two of Chapter one hundred and forty-three of the Laws of one thousand eight hundred and sixty-one entitled, "An act to amend and consolidate the several acts in relation to the city of Rochester," as amended by chapter fourteen of the laws of one thousand eight hundred and eighty, entitled, "An act to further amend chapter one hundred and forty-three of the laws of one thousand eight hundred and sixty-one, entitled, 'An act to amend and consolidate the several acts in relation to the charter of the city of Rochester,' and to consolidate therewith the several acts in relation to the charter of said city," is hereby amended, so as to read as follows:

SECTION 2. The boundaries of the said city shall be as follows: Beginning at a point in the present northerly line of the city of Rochester, which said point is in the middle of the Ridge road, eight chains and seventy-five links distant, and easterly from the top of the east high bank of the Genesee river; thence south, fifteen minutes east, to the south line of the highway known as Norton street; thence easterly, along the south line of said highway (or Norton street), to the highway running southeasterly through the northeasterly corner lot number forty-eight in said town; thence southeasterly, along the southwesterly line of said highway to the south line of lot number fifty in said town, where the same intersects the west line of the highway commonly called the Culver road; thence southerly along the west line of said highway (or Culver road) to the north line of University avenue; thence easterly on a line in continuation of the north line of said University avenue to the east line of the Culver road; thence southerly along the east line of the Culver road, and in said line continued, to the south line of the highway known as East avenue; thence westerly along the southerly line of East avenue to the west line of the Culver road; thence southerly along the west line of the Culver road, and in said line produced, to the north line of town lot number forty-five of the town of Brighton; thence westerly along the north line of said town lot No. 45, and of town lot No. 53, to the northeast corner of lot No. 61; thence southerly along the east line of said lot No. 61, to the intersection thereof with the south line of what was formerly called the Pinnacle road, but now called Highland avenue; thence westerly along the south line of said Highland avenue to the east line of the highway known as South avenue; thence southerly along the east line of said South avenue to the north line of (what was formerly known as the "Poor-house road," but now called) Elmwood avenue; thence westerly along the north line of said Elmwood avenue to a point, which said point is at the intersection of the northerly line of said Elmwood avenue with the westerly line of the lands now owned by the New York, Lake Erie & Western Railway Company; thence southerly along the westerly line of said lands owned by said railway company, to a point in the center of the Westfall road, so-called; thence westerly, along the center of the Westfall road, to a point in the center of said Westfall road where said road makes an angle to the north; thence southwesterly, through lands now owned by, or known as, the Harmon farm and the Baker farm, to a point where the east bank of the Genesee river intersects the west line of the Wolcott road, so-called; thence northerly, along the east shore of the Genesee river, to a point where the northerly line extended of a road running between the lands of E. Chapin and Mathias Kondolf on the west side of said river would intersect said east bank of said

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river; thence [illegible] along the said line, so extended, and continuing along said line, to a point where the said line intersects the easterly line of lands now owned by the Western New York and Pennsylvania Railroad Company; thence northerly, along the east line of the said lands owned by said company, to a point where the east line of said railroad would be intersected by the extended center line of Genesee street; thence northerly, through the center of a road which is the continuation of Genesee street, to a point where the center line of said Genesee street intersects with the present southerly line of said city; thence westerly, along the present southerly line of said city, to the intersection of the said southerly line of said city with the present westerly line of said city; thence northerly, along the westerly boundaries of said city, in its various courses, to a point where the present westerly line of said city intersects the present northerly line of said city; thence, continuing northerly, along the west boundary lines of lots 28, 27 and 26, Short range, Township of Greece, to the northwesterly corner of said lot 26; thence easterly, on the northerly line of lot 26, to a point which is the intersectionof the northerly line of said lot 26, with the line running through the centre of a road running easterly to Hanford's Landing; thence continuing easterly, in the centre line of said road, and the said center line produced, to the east shore of the Genesee river; thence northerly, along the east shore of the Genesee river, in its various courses, to the mouth of a creek which flows into the Genesee river near a point commonly called "Rattlesnake Point;" thence easterly, along said creek, to the westerly line of lands now owned by the Rome, Watertown & Ogdensburg Railroad Company; thence southerly, along the westerly line of the lands of said railroad company, to a point sixteen feet north of the division line between lands now, or formerly, owned by Hosea Rogers and W. G. Culross; thence north, sixty degrees, twenty-nine minutes west, eight feet, to a point; thence southerly, on a curve to the left, of nineteen hundred and forty-three feet radius, the course of which radius is north sixty degrees, twenty-nine minutes west, eleven hundred and twenty-nine feet, to a point; thence south three degrees, forty-seven minutes east, eight hundred and eighty-eight and one-half feet, to a point; thence on a curve to the right, of twenty-eight hundred and thirty-two feet radius, seven hundred and twenty-six feet; thence south, eighteen degrees, thirty minutes east, twenty-one hundred and thirty-three feet, to the center of the Ridge road; thence westerly, along the center of the Ridge road, eight hundred and ten and six-tenths feet, to the place of beginning.

SECTION 3.—Section four of said chapter one hundred and forty-three, as amended by said chapter fourteen, is hereby amended so that all of the above described territory taken into said city by section one of this act lying west of the center of the Genesee river, shall be taken into, and added to, the Fifteenth ward of said city, and that all of the above described territory taken into said city by section one of this act, lying east of the center of the Genesee river, shall be taken into, and added to, the Sixteenth ward of said city.

SECTION 4.—This act shall take effect immediately.

The measure caused a good deal of discussion. Alderman Selye said no one could tell from the technical description just read what lands were meant. He moved to table the amendment and to appoint a special committee of three to investigate the lands in question. The motion prevailed and the chairman announced the committee as follows: Aldermen Selye, Kelly and Thayer.

Alderman Judson then sent up a resolution endorsing legislative bills in which Rochester is interested. No one objected till certain amendments relating to the parks were mentioned. Alderman Kelly wanted known what these were. This provoked some discussion. The result was that the discussion of charter amendments was made an order of business for a special meeting called for 2:30 o'clock to-morrow afternoon.

The point was made that immediate action was necessary on the East side sewer bill and the clerk was directed to read it. A few minor changes were made and the bill as it then stood was endorsed by resolution. The senator and assemblyman were requested to do all in their power to obtain its passage. The deepening of Lyell and Saxton streets sewers was recommended.

The extension of the Boulevard was referred to the city surveyor. The Executive Board was directed to place a railing along Frost avenue above the quarries to prevent accidents. Thomas Casey was appointed chairman, his services to be at the disposal of the city surveyor. The board granted the use of the City Hall for the Apommattox celebration.

An adjournment was taken a few minutes after 10 o'clock.

THE BONDSMEN'S CASE.

Answer to the Summons and Complaint—More About the List.

The twenty days in which Mr. Davis's bondsmen were allowed to return an answer to the summons and complaint served on them by the city expire to-day. The return will probably be made before this evening. It is understood that the papers are already completed.

Despite oft-repeated and explicit published statements a good many people seem even now to be unaware that nearly all the items of indebtedness on "the list" have been paid and had been paid at the time the list was published. These items originally amounted to $41,094.85. When the list was published all had been paid but about $1,700. Now there remain but $954.15 unpaid. The bondsmen's liability account as it stands to-day includes a single item of $61,841.38 and ten other debits amounting to $954.15, which will be added to that amount if they are not paid by the persons or corporations to whom these advances were made.

STREET [illegible]

Sophia Street Trouble Settled, But Some State Street People Still Obdurate.

The difficulty between the property owners [illegible] the [illegible] their residences, and the Rochester Railway Company, has been amicably settled by the manager of the new company.

The large majority of property owners on State street who are in favor of allowing the operation of the electric road on that thoroughfare are very indignat at the action of the few who object to it, and propose to hold an indignation meeting to protest against their action. A petition to the effect is now in circulation. Alderman Selye says it will be a death-blow to State street if horse cars are continued on it with the electric system in other parts of the city. He hoped the recalcitrant property owners would realize the injury they are doing their neighbors by their action.

They Are Grateful.

Secretary McClintock, of the Chamber of Commerce, has received the following in reply to the proffer of aid to Louisville:

LOUISVILLE, KY., April 1, 1890.

To the President of the Rochester Chamber of Commerce:

Your resolution received. Accept our thanks, and we will remember your kind offer should necessity arise. As a former resident of your city, I admire your action, which is characteristic of you. WILLIAM T. RALPH,
Chairman Relief Committee of the Board of Trade.

ROCHESTER MORNING HERALD

APRIL 2, 1890.

The water problem was brought up on the question of adopting the report of the combination water supply committee. Alderman Kelly said that the raising of $150,000 for meters was a serious matter and was of great interest to the taxpayers. The next tax levy, he said, would probably contain an item of $62,000 to cover the treasury deficiency, which was unexpected until a few weeks ago. The alderman moved that that portion of the report relating to the water meters be referred to a special committee of three, of which Alderman Selye, "the father of meters," and Alderman Thayer, the chairman of the finance committee, should be members. This motion was carried.

Alderman Selye moved to lay the second part of the report, recommending an enabling act for a new conduit, on the table. This was lost by a vote of 11 to 4, Alderman Shelter, Selye, Schroth and Bohrer voting in the affirmative. In explaining his vote Alderman Selye said that it was only fair to try the meter system before saddling the sum of $2,000,000 on the taxpayers of Rochester for a new conduit. The large consumers, he said, wanted another conduit, in order that water would be so plenty that they would get it for almost nothing, as they did prior to 1883. Alderman Sullivan said that the passage of an enabling act did not necessarily mean another conduit. On the other hand it might be wise to have the act passed. Alderman Kelly saw no harm in passing the enabling act. Even if the act were passed, the bonds need not be issued. In closing his little speech, the alderman from the Fifteenth alluded to the disastrous consequences of a break in the present line, with a water supply for two days and a half on hand, and he indorsed the HERALD's warning, when it said to the aldermen, "Gentlemen, you are hewing close to the danger line."

The resolution was then adoped by a vote of 11 to 4. The resolution adopted by the combination committee and which the committee thus endorsed is as follows:

Resolved, That it is the sense of this meeting that while metering is necessary it will not prevent the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed; and we recommend to the common council that such an act shall be at once prepared by the city attorney.

Democrat and Chronicle

APRIL 3, 1890.

THEY OUGHT TO KNOW.

Ex-Mayors Who Think Rochester Municipal Affairs Need Investigation.

There are seven living ex-mayors of Rochester. Six of them have joined in a petition to the Senate committee on cities to visit Rochester. The petition is as follows:

ROCHESTER, March, 1890.

Hon. Francis Hendricks, Chairman, and Members of the Senate Committee on Cities:

We, the undersigned citizens of Rochester, represent to your committee:

1st. It is a matter of common observation and knowledge that in the conduct of the affairs of the city of Rochester there is great looseness of methods, absence of personal responsibility, and downright dishonesty.

2d. It is the common belief, as expressed by citizens on the street, clergymen in the pulpit, and by most if not all the newspapers, that in order to secure relief from a condition which is scandalous and which places grievous burdens on the community, it will be necessary to make radical changes in the city charter. We ask your honorable committee to make an investigation of the affairs of this city to the end of supplying yourselves with information to guide in formulating a general law for the governing of cities, and of assisting us to determine what is necessary to do for self-preservation.

HENRY L. FISH, ex-mayor,
M. FILON, ex-mayor,
N. C. BRADSTREET, ex-mayor,
CHARLES W. BRIGGS, ex-mayor,
GEORGE G. CLARKSON, ex-mayor,
JAMES BRACKETT, ex-mayor.

The Post-Express.

ROCHESTER, THURSDAY, APRIL 3

[illegible]

By some mistake my name was published in the list of those citizens opposed to the "public improvement" in the shape of rapid transit in this city. The attorney of the street railway company, or some one familiar with its affairs, kindly made the correction in your paper, but I find that everybody seems to have seen your original publication and not the correction. I did not oppose the electric system for street cars, and my name is well up on the list of those who consented that the trolley wire, etc., should pass in front of their property. I am constantly asked "what are my objections," hence this card.

Respectfully, F. W. ELWOOD.
Rochester, April 3, 1890.

Sewer Flushing.

John Galvin, the city sewer flusher, has made his annual report to Health Officer Burke showing that from April 1st to March 31, 1889, he flushed 380 public sewers, 333 private ones and turned into the city treasury for the work of flushing private sewers, etc., the sum of $704.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., APRIL 3, 1890.

Chamber of Commerce.

A meeting of the Chamber of Commerce committee on postal facilities and telegraphy was held yesterday afternoon. It was decided to recommend the Board of Trustees to oppose the bill now before Congress to establish a postal telegraph service as a bureau of the Postoffice Department. The plan originated with Postmaster General Wanamaker. The committee's recommendation will be acted on at the next meeting of the trustees.

Mount Hope Commissioners.

This morning the regular monthly meeting of the Mt. Hope Commissioners was held in the City Clerk's office. Commissioners Hathaway and Brewster were present, with City Clerk Sheridan performing his usual duties. Reports were submitted showing the total receipts for the month, amounting to $1,814.10; perpetual contracts for $50; expenses, $992.10; balance on hand, $822.70.

Democrat and Chronicle

APRIL 4, 1890.

ROCHESTER HAS ITS DAY

Arguments For and Against the Park Commission Bill.

THE CHARTER AMENDMENTS

Full Test of the Water Supply Bill—Prominent Rochester Men Before the Cities Committee — Canal Bills in Danger.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, N. Y., April 3.—The Rochester Park bill and the charter amendments were given a hearing this afternoon before the Senate cities committee.

Counselor J. M. Angle appeared for certain property owners whose lands the park commissioners propose to take for park purposes.

He argued against the section of the park law amendments which provide for buying land within a mile and a quarter of the city's central street.

He declared that there was an inducement for land speculation and the bill, he holds, offers the best of opportunities for the successful operation of such schemes by unscrupulous persons.

Colonel Angle desires to be understood as making no charge against the park commissioners, who he said were men well-known and above any such suspicions. He asked that sections 4 and 5 be changed so as to respect the rights of private owners, and suggested certain amendments to these sections with special reference to notices in the papers; also to sections 6 and 7, so as to give owners a chance to be heard. The courts, he thought, should have some power of decision on the matter. As the law now stands the owner is terrorized and compelled to take any measures he can for defense against a contemptible offer, at his own cost.

Colonel Greenleaf appeared in behalf of the amended park bill as a member of the Park Commission. He said the members of the Park Commission were giving their time and services to the city of Rochester without money and without price. The commission had no axes to grind. It had seemed to the commission that objections and obstructions were unnecessarily raised to defeat their object. It had seemed also best to the commission to approach nearer than one mile and a quarter of the center of the city in order to construct the proposed boulevard and park entrance. There was no intention to buy lands for park purposes within said limit other than for this proposed entrance. It has also been found that the $300,000 would be sufficient to buy more than the 500 acres named in the bill, therefore it was desired to strike out that limitation. He argued that while, for the most part, citizens when once they learned their land was desired, would double the

[illegible] been the policy of the [illegible] to buy at a just market price and in no way to try and get land below that it would naturally bring.

Then the charter amendments were taken up for consideration. Mr. Angle was opposed to them because the new features had not been properly noticed; and also to the provision relating to condemnation proceedings whereby the owner is charged for all the costs in making awards instead of the owner and tenant holding a valuable lease of the property. Mr. Angle held also that section eight of the bill was unconstitutional.

In order to give parties interested a further opportunity to express their views on these two bills, Senator McNaughton, who was present at the hearing, had it adjourned until next Tuesday afternoon.

Senator McNaughton appeared before the Senate committee on agriculture this afternoon to appeal to the bill to repeal the Mase dog tax law and induced the committee to defer a report on the bill until next Thursday. The Rochester senator hopes to succeed in killing the measure.

Senator Saxton's constitutional commission bill will be considered as a special order by the senate next Tuesday morning.

Senator McNaughton was feeling indisposed this morning and on that account did not attend the session. At his request Senator Vedder introduced three of his bills just before adjournment. One of them was the water supply bill introduced to-day by Assemblyman Courtney. Another amends the factory inspector's law by permitting the use of any form of fire escape as the factory inspector shall approve, in writing. The third bill entitled, "In relation to agents," and provides as follows:

"Hereafter any person doing business as authorized agent for any person, and authorized to contract an indebtedness on behalf of such person, shall file in the county clerk's office where he transacts business under such authority, a certificate duly verified containing the name and residence of the person for whom he transacts business and on whose behalf he is authorized to create an indebtedness."

It looks now as though the *sine die* adjournment might take place on April 30th, after all in accordance with Speaker Husted's prediction to that effect made some time ago. The Assembly can clear the desk of bills on the order of second and third reading by two day's hard work, so Clerk Chickering says, and the Senate has decided to emulate the example set by the lower House in expediting business. To that end sessions will be held every evening next week by the Senate.

Assemblyman Whipple's malarial attack has affected him so severely that he has been compelled to return to his home at Salamanca.

Assemblyman Guenther has had the committee on internal affairs of the House report favorably his bill authorizing the state engineer to make a survey of the county line between Erie and Genesee counties. As considerable opposition is developing against the measure, however, it was recommitted and a hearing was given on it this afternoon. Judge S. E. North, of Batavia, was one of the principal objectors.

Assemblyman Miller has had satisfactory amendments made to his bill legalizing and confirming certain conveyances by the Genesee County Agricultural Society of real estate in Batavia to the Buffalo & Geneva Railroad Company. It will pass both houses this week and will receive the Governor's sanction as soon as it reaches him.

The lobyists employed by the "nationals" are having a discouraging time stirring up opposition in the Senate to the Connolly Building and Loan Association bill which requires these "nationals" to make $100,000 deposit with the Banking Department as a protection for their stockholders in this state. It passed the House some time ago, after an exciting debate led by Mr. Peck, of Cortland, on behalf of the nationals, and is now on general orders in the Senate, where Mr. Dean is waging war upon it. Senator Fassett, who has the bill in charge, has no doubt, however, that it will pass at an early day, despite the obstructive tactics of the third house.

In view of the lively tussle in the Assembly yesterday over the efforts of Mr. Fish and his followers to cut down canal appropriations, a good deal of interest centers in the probable fate of the Deyo bill repealing the two-dollar-a-day law. It is now on third reading in the Assembly, but will hardly be reached before another week. The Democrats are a unit in opposition to the repeal bill and several of the majority have leanings in that direction, especially those credited with a fondness for the new canal ring's society. Mr. Deyo expresses confidence in being able to get his bill through, but acknowledges that if he succeeds it will be by a very narrow margin.

George C. Crego, of Fairport, was among to-day's legislative visitors, and while at the capitol was the guest of Assemblyman Jones.

Assemblyman Stein's pawnbrokers' bill, reducing the rate of interest from 30 to 18 per cent., has encountered a somewhat formidable snag in the Senate, having been committed to the committee on general laws for a hearing next Thursday. New York's pawnbroking contingent will be on hand again to discountenance the measure. Mr. Stein declares that he will have a favorable report made upon it or else he will disclose certain things to the Assembly which will show the devious practices resorted to by the enemies of his bill.

There was plenty of excitement in the Assembly to-day during the discussion over the disposition to be made of the report of the committee on privileges and elections in awarding the seat now occupied by Michael C. Gillice (Fourth Albany district) to William B. LeRoy, (Rep.) of Cohoes. Messrs. Stranahan and Andrus labored earnestly to convince the majority that the next Monday night was the proper time to consider the report, but Mr. Fish and his World's Fair followers objected, and their votes with those of the Democrats were more than sufficient to carry the day. So it resulted that the whole matter was put over for another week, and meantime the majority and minority reports, and 3,000 pages of evidence, are to be printed. Mr. Fish's at[illegible] that select[illegible] World's Fair wrangle, and it is openly declared on the floor among certain members of the majority that the scheme is to keep Gillice in possession of his seat until it is too late to act on the matter. Mr. Gillice himself expresses himself as very much gratified at the consideration shown him by the Assembly, and hopes to remain with his associates yet a little while.

The Rochester City & Brighton Railway Company has withdrawn temporarily its application to the Board of Railroad Commissioners for permission to substitute electricity as motor power on its road. The reason for this is that the company has yet to acquire a number of consents, and until the necessary consents have been secured the board will not take the application under consideration.

Senator Saxton has as his guests this week his wife and two daughters.

The action taken at the Republican senatorial caucus last night in determining to vote for no canal appropriation bills except those for interest on the debt for maintenance and for general improvements, is likely to result disastrously to much pending Rochester legislation. If the Senate majority adheres to its views as expressed in caucus last evening, few, if any, of Senator McNaughton's canal bills will be passed.

Assemblyman Courtney to-day introduced Senator McNaughton's bill of last year, to authorize the issue of the bonds of the city of Rochester to pay for an additional water supply. The bill's provisions are as follows.

SECTION 1. The city of Rochester is hereby authorized to borrow money, for the purpose, to the amount, and in the manner hereinafter stated; and the Common Council of the city of Rochester may, from time to time hereinafter, for the purpose of furnishing an additional water supply for the city of Rochester, and its inhabitants by a three-fourths vote of the members of said Common Council, authorize the city treasurer to issue the bonds of said city to an amount, not exceeding, in the aggregate, the sum of one million and five hundred thousand dollars, running for a period not exceeding fifty years, and bearing a rate of interest not exceeding 3 per centum per annum, payable at such place as the Common Council shall designate. Said bonds, when issued, shall be signed by the treasurer, sealed with the corporate seal of the city, and countersigned by the mayor and the president of the Common Council, and may be either coupon or registered bonds, and shall be redeemable at any time after ten years from the issue thereof. A complete record shall be made and kept by the said treasurer of said bonds, including the dates, amounts, and the dates of maturity thereof, and to whom issued, if registered, respectively. The proceeds of said bonds shall be applied to the payment of the cost of procuring said additional water supply.

§ 2. The bonds of the city of Rochester which shall be issued by virtue of this act, shall be sold from time to time, as authorized by the city treasurer, at public sale, to the highest bidder, after ten days notice published in the official paper of said city, and in a newspaper in the city of New York, but shall not be sold at less than par.

§ 3. The several savings banks within the city of Rochester are hereby authorized to receive and keep on deposit any moneys raised by the sale, or for the payment of said bonds, and to pay on such deposits the same rate of interest paid or allowed by such bank or banks, and to compound the same, as in cases of deposits received from individuals, during the time of such deposits respectively.

§ 4. The said Common Council shall, for the purpose of paying any of the bonds issued under the provisions of this act, after the same shall become payable, in addition to any sum or sums of money now, or hereafter, permitted to be raised by law, with the general taxes of said city, raise annually or from time to time, sums of money which shall be sufficient to pay the interest which shall become due on said bonds, or so many thereof as shall, from time to time, be outstanding, and also such sums of money which, together, shall be sufficient to pay the whole amount of the principal of said bonds at the time of the maturity thereof, which said sums last mentioned shall, upon their receipt by the city treasurer, or as soon thereafter as possible, be used by said treasurer for the redemption and payment of said bonds, and all bonds so paid shall be cancelled immediately upon the payment thereof respectively.

§ 5. In any year in which by the provisions of this act any portion of the principal of the bonds herein authorized shall be subject to redemption, it shall be the duty of the city treasurer to give notice in one or more of the newspapers of the city of Rochester, during the first ten days of July, stating the amount of such bonds to be redeemed at par, and accrued interest, and inviting tenders thereof from the holders of such bonds, and from the tenders so received, if any, to select bonds to an amount not exceeding the amount required for redemption, and to give the holders thereof notice that the same will be paid, at such place as he shall designate, on or before the first day of September then next. In case the amount so tendered shall be less than the amount so required for redemption, it shall be the duty of the said treasurer, between the fifteenth and twentieth days of any such July, to draw, by lot, from the bonds outstanding, the number required to supply any such deficiency, or in case no tenders shall have been received, the whole number so required for redemption, and for this purpose, each $1,000 of bonds, so issued, whether registered or coupon, shall be numbered consecutively in the order of issue, and, as to the bonds so drawn, the said treasurer shall, at once, give public notice, in the one or more of the newspapers published in the city of Rochester, of the fact that such bonds, stating the numbers, have been drawn for redemption, and that the same will be paid, with accrued interest, at such place as he shall designate, on or before the first day of August then next; and as to all such bonds, so tendered or drawn, and in respect to which the money required for their redemption shall be provided and kept ready for payment, from and after the several times so limited for redemption and payment, interest shall cease.

§ 6. This act shall take effect immediately.

ROCHESTER MORNING HERALD

FRIDAY, APRIL 4, 1890

NOW THAT the scheme for utilizing the powerful current of the Niagara river for industrial purposes is to be carried out, may it not be well for Rochester to turn its attention seriously to the water storage project of the Chamber of Commerce? For much less money than will be expended to furnish Niagara Falls and Buffalo with light and power through the proposed tunnel enterprise Rochester may secure a constant and abundant supply of water for turning the wheels of industry and, in a secondary way, for sanitary purposes.

SMOOTH HIGHWAY

OBTAINABLE BY USE OF ROAD SCRAPERS.

Some General Instructions as to Keeping Roads in Good Repair by Means of Cheap, Practical and Effective Work.

In a little book on "Improvement of Highways," prepared under the auspices of the League of American Wheelmen, an anonymous writer, who is vouched for as authority, writes as follows on the subject of road making as applied to the care and improvement of the track:

"To provide a smooth highway," he says, "is now a very simple and inexpensive work, as labor saving machinery has recently been introduced which, under ordinary conditions, is very effective. The 'road scraper,' or hone, mounted in a frame on wheels and geared so that it can be set to any plane and angle, will smooth off and round up a dirt road quickly and cheaply, compared with former methods. The general practice of the road master has been to defer the annual repairs till such a time as the farmer has most leisure or inclination to work out the road tax; this would usually be late in the summer, or even in the fall when the road crust is at its hardest stage, and after being broken up and spread anew is too dry to harden again readily. Now that the 'road hone' may be used, work that took a week in the fall may easily be done in a day in the spring. Thus the road will be in the right form for summer travel at the opening of the season, instead of at its close. This would also be making the repairs at the earliest opportunity after the chief damage is done. The worst ruts and ridges are formed early in the spring when the frost is thawing out, and the ground, being loose and porous, absorbs all the rainfall till the road bed becomes spongy and miry. When the ground has dried sufficiently to be neither muddy nor crusty, the rough ridges are in their most friable condition. They can then be planed down with the road hone with much greater ease, and the material carried into the ruts and holes, will pack and harden much better than at any other time, whether the road be chiefly clay, loam, sand, gravel or small stones. This medium stage of dryness gives the best conditions for easy and effective work. If the work be neglected for only a few weeks, the crust may become so hard under the constant pressure of traffic and the baking sunshine that the hone can make no impression on it. If the work be deferred till midsummer or later, the 'crown' will probably be worn off the center of the road, and instead of shedding rain to each side it will carry it along like a water course. Heavy thunderstorms often cause great damage when a road thus becomes flat or hollow in the middle. To restore the proper form when the margins become *high and hard* is very laborious work, whether done with pick and shovel or with plow and scoop. The material will not pack readily in dry weather, and the newly repaired road may for weeks be in worse condition than before it was worked. Instead of extensive repairs of this character only once a year, it would be much better to give a timely scraping as soon as practicable after the chief damage is done in the spring, and also an occasional honing after heavy rains, or whenever from any cause the surface becomes rough. One machine would be sufficient for a large district, and the times, methods and terms of the work can be arranged on a satisfactory and permanent basis after a few years' experience. Under ordinary conditions a fair road can be maintained throughout the season with simply this occasional passage of the road hone over it. The cost would be very small compared with present methods. Of course these machines are only suitable where the road is built up with the ordinary soil or subsoil of the district, or with perhaps more or less gravel or small stones in certain sections. This, however, is the ordinary structure of all our country roads, and hence this treatment will be quite generally applicable."

In the same work is printed a treatise by Mr. Clemens Herschel, which treats of the kindred subject of road repairs as follows:

"After a road has been properly rolled, and the surface made compact and smooth, it should always be maintained in that condition, no matter how great is the amount of travel on it. 'A stitch in time saves nine,' here as well as elsewhere. The tendency is to produce ruts; these gather water; this soaks into the road bed and spoils the whole. The problem can be put in this way: To have a good road it is necessary that there be no dust or mud on the same, and that there be no ruts; therefore, remove the dust and mud as fast as they are formed and fill up the ruts as fast as they are made. The whole matter is here in a nutshell. It may be thought, at the first view, that this is too expensive a system. Its principal beauty lies, however, in the fact that it costs less per mile of road kept one year than

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the pernicious system of annual or semi-annual repairs, as can be shown and proved. The above two rules—sweep off the mud and dust as fast as they are formed, and fill up the ruts and bad places with new materials as fast as they appear—are all that is necessary to be carried out in order that there be continually a good road. Without continual repairs there can be no such thing as a constantly good road—a proposition that cannot too often be repeated. By repairing a road annually, or twice a year, it matters not which, the result is, strictly speaking, a good road at no time during the whole year. The road is wretched just after repairs; it becomes passable after awhile, and deteriorates from that day forward until it is again made wretched; and so on ad infinitum, according to the present only too commonly followed system. By the other method is offered us a road as smooth as a floor, year in and year out, and, let it not be forgotten, at less expense."

The following, from W. T. C. Wardwell, of the Rhode Island board of agriculture, states the farmers' view: "There can be but one view taken in regard to the advantage of good country roads, not only to the farmer but to the whole state, in the increased value of property. Why the farmers, paying their proportion of the taxes, deriving no benefit from any fire service, having no police protection, still submit to the miserable country roads without a vigorous protest, is beyond my comprehension [illegible]

AMENDMENTS.

SOME MORE PATCHES ON THE OLD CHARTER.

Aldermen Approve of Many Changes—City Boundaries Bill Modified and Approved—Executive Board Matters.

The aldermen were slow in assembling to attend the special meeting of the common council announced for 2:30 P. M. yesterday, and it was nearly half past three o'clock before President Tracy's gavel fell. The object of the meeting was the consideration of charter amendments. Before the meeting there was considerable informal discussion of the proposed new city limits. Dr. Moore, Matthias Kondolf, Superintendent Laney and Secretary Selden, representing the park commissioners, were present. Mr. Laney exhibited maps showing the lines proposed. The most objection was urged to the taking in, on the northwest, of a large portion of the town of Greece. Dr. Moore said that all the park commissioners cared for was the taking into the city of such lands, now outside the city, as they had purchased, or desired to purchase for park purposes. The other additions, he said, had been suggested as a measure of justice, as the property immediately adjoining the new parks would be increased in value and, it had been thought by some, should bear a portion of the city taxes. The commissioners, however, merely desired that the city might have entire control of the park lands. Mr. Glass of Greece said that part of the lands proposed to be taken in were swamp lands and would not have a house upon them for 20 years. The discussion resulted in an agreement formulated in a resolution subsequently offered by Alderman Kelly.

When the board was finally called to order the clerk was directed to read the amendments, which have been printed in the shape of a charter amendment act. The clerk read the portions of the charter, as amended, that will be affected if the bill now under consideration becomes a law. City Attorney Ernst explained the purport of many of the amendments. A summary of the more important of the proposed changes in the charter follows:

Giving the board of health greater powers in the matter of locating and abating nuisances.

Providing for licenses for public shows at a rate not exceeding $75 for a single performance or $500 a year.

Regulating the opening of street surfaces and providing for the summary removal from the streets of all nuisances.

Prohibiting the erection of barbed wire fences.

Providing for the licensing of auctioneers at a rate not exceeding $150 per annum.

Licensing scavengers, chimney sweeps and the owners and drivers of vehicles used for public hire, and requiring the owners of such vehicles to mark them as the common council may designate; licensing butchers, peddlers and pawnbrokers, and fixing pawnbrokers' licenses at not to exceed $500 per annum; others, not to exceed $50 per annum. Pawnbrokers and second-hand dealers may be required to give security to an amount not exceeding $5,000.

Regulating and licensing stationary engineers and providing for their examination, the license fee not to exceed $20 per annum.

Giving the mayor the privilege of vetoing one or more items in a budget or resolution of the common council or board of education and approving the remainder.

Vesting the duties of the city attorney, in his absence or during his inability to act, in the first or second assistant city attorney. A similar provision is also made for the assistant overseer of the poor.

Providing for the making out in detail of all claims against the city. All suits for damages, except from nuisances, must be begun within a year from the time the injury was inflicted.

Providing for the assessors' oath.

Changing the section relating to the salaries of members of the executive board, so that each member shall receive "not less than $2,000 and not more than $3,500 per annum," instead of "not less than $2,000 and not more than $2,500," as at present.

Increasing the amount that the executive board can pay out weekly for labor from $1,500 to $5,000.

Requiring owners to pay the cost of putting in water meters and to pay for any repairs made necessary by frost or otherwise.

Providing [illegible] commissioners of appraisal in condemnatory proceedings may be appointed in case of the death or refusal to serve of any of the commissioners originally appointed, and giving a majority of the commissioners power to adjourn the proceedings from time to time.

Prohibiting contractors and others from encumbering or excavating any street without giving [illegible]

Enlarging the [illegible] powers of the municipal court.

Authorizing the fire marshal to superintend the construction of fire escapes on buildings and providing for a fire escape ordinance.

Providing for the appointment of more than one assistant to the chief engineer of the fire department.

Mr. Aldridge of the executive board spoke on the amendment allowing the executive board to draw from the highway fund a weekly sum for labor not to exceed $5,000, instead of $1,500 as at present. He said that the latter sum would not pay for the clearing away of ashes alone. It was absurd to limit the amount to less than $5,000, he said, and expect the streets to be kept clean. Until the charter could be amended Mr. Aldridge advocated weekly meetings of the common council to pass a weekly budget to pay the amount due the laborers, in excess of $1,500.

Mr. Ernst said that he was in favor of raising the charter limit to $5,000.

Alderman Kelly moved that the amount be fixed at $5,000, and his motion was carried.

Alderman Schroth wanted a charter amendment relating to the height of fences adopted, but no action was taken.

The roll was then called on the approval of the amendments, but only eight aldermen answered to their names—less than a quorum. Clerk Sheridan went out and succeeded in finding Alderman Lempert, who voted aye, and the amendments thus secured the council's approval.

This resolution in relation to the new boundaries, offered by Alderman Kelly, was adopted:

Resolved, That the bill providing for the enlargement of the city, to include lands now owned by the city for parks and other lands to be acquired for parks, which said act was presented and read at the meeting of this council held April 1, 1890, be and the same hereby is approved, with the exception of all lands mentioned in said act, which lie on the west side of the Genesee river, north of the present northerly city line and west of the westerly boundary line of the said park or proposed parks, as laid out in the map of said park or proposed parks now on file in the office of the park commissioners of the city of Rochester. It is further

Resolved, That the honorable senator and member of assembly from this district be and they hereby are severally respectfully requested to urge the immediate passage of the said mentioned act as hereby approved.

Alderman Kelly presented a proposed charter amendment desired by many of the labor unions of the city. It provides that the executive board shall have sole power to let all city contracts, except as otherwise provided for by law. All "construction, improvement and repairs of streets, sewers and alleys, conduits and water mains," shall be done directly by the executive board.

By request Dr. Moore explained the amendments to the park bill. The matter was laid over, however, until the meeting of Tuesday evening, and the council then adjourned. The old council will meet for the last time on Monday afternoon.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., APRIL 4, 1890.

CHARTER AMENDMENTS

APPROVED BY THE COMMON COUNCIL YESTERDAY AFTERNOON.

Amendment to the Bill for Extending the City's Boundaries Adopted—Keeping Out the Lands Adjacent to the Parks—Other Business Transacted.

At the adjourned regular meeting of the Common Council yesterday afternoon the charter amendments were first considered. They were read by the clerk and examined by City Attorney Ernst. The more important amendments are summarized as follows:

Giving the Board of Health greater powers in the matter of locating and abating nuisances.

Providing for licenses for public shows at a rate not exceeding $75 for a single performance or $500 a year.

Regulating the opening of street surfaces and providing for the summary removal from the streets of all nuisances.

Prohibiting the erection of barbed wire fences.

Providing for the licensing of auctioneers at a rate not exceeding $150 per annum.

Licensing scavengers, chimney sweeps and the owners and drivers of vehicles used for public hire, and requiring the owners of such vehicles to mark them as the Common Council may designate; licensing butchers, peddlers and pawnbrokers, and fixing pawnbrokers' licenses at not to exceed $500 per annum; others, not to exceed $50 per annum. Pawnbrokers and second hand dealers may be required to give security to an amount not exceeding $5,000.

Regulating and licensing stationary engineers and providing for their examination, the license fee not to exceed $20 per annum.

Giving the Mayor the privilege of vetoing one or more items in a budget or resolution of the Common Council or Board of Education and approving the remainder.

Vesting the duties of the City Attorney, in his absence or during his inability to act, in the first or second assistant city attorney. A similar provision is also made for the assistant overseer of the poor.

Providing for the making out in detail of all claims against the city. All suits for damages, except from nuisances, must be begun within a year from the time the injury was inflicted.

Providing for the assessors' oath.

Changing the section relating to the salaries of members of the Executive Board, so that each member shall receive "not less than $2,000 and not more than $3,500 per annum," instead of "not less than $2,000 and not more than $2,500," as at present.

Increasing the amount that the Executive Board can pay out weekly for labor from $1,500 to $5,000.

Requiring owners to pay the cost of putting in water meters and to pay for any repairs made necessary by frost or otherwise.

Providing that commissioners of appraisal in condemnatory proceedings may be appointed in case of the death or refusal to serve of any of the commissioners originally appointed, and giving a majority of the commissioners power to adjourn [illegible] from time to time.

Prohibiting contractors and others from encumbering or excavating any street without [illegible] bond to the city.

Enlarging the jurisdiction and powers of the Municipal Court.

Authorizing the fire marshal to superintend the construction of fire escapes on buildings and providing for a fire escape ordinance.

Providing for the appointment of more than one assistant to the chief engineer of the fire department.

Geo. W. Aldridge of the Executive Board, was heard in favor of the amendment allowing $5,000 to be drawn each week from the highway fund by the Executive Board, instead of $1,500 as at present. It is absurd to expect the streets to be kept clean with the amount limited as at present, he said. Until an amendment is made, he claimed, the streets will continue in a disgraceful condition. As a temporary remedy he suggested that the council meet weekly and pass budgets for street labor, as overdrafts will not be made hereafter. A resolution was adopted approving the amendments.

The amendment extending the city boundaries was taken up. Dr. Moore explained that the park commissioners only desired to bring the park lands into the city limits. In the original amendment it was thought wise to include lands adjacent to the parks, because they would be benefited. But as objection had been made to taking in the adjacent lands he wished it understood that the commission only desires to include the park lands.

Ald. Kelly offered the following, which was unanimously adopted:

Resolved, That the bill providing for the enlargement of the city, to include lands now owned by the city for parks and other lands to be acquired for parks, which said act was presented and read at the meeting of this Council held April 1, 1890, be, and the same hereby is, approved, with the exception of all lands mentioned in said act, which lie on the west side of the Genesee river, north of the present northerly city line and west of the westerly boundary line of the said park or proposed parks, as laid out in the map of said park or proposed parks now on file in the office of the Park Commissioners of the city of Rochester. It is further

Resolved, That the Honorable Senator and Member of Assembly from this district be, and they hereby are, severally respectfully requested to urge the immediate passage of the said mentioned act as hereby approved.

Amendments to the park bill were considered and laid over until next Tuesday evening.

Platt Street Bridge Contract.

This morning the Executive Board let the contract for the Platt street bridge to the Rochester Bridge & Iron Works for $118,010.18, this being the lowest bid. The other bids were: King Iron Bridge Mfg. Co., $119,256.34; Berlin Iron Bridge Company, $119,786.46; Wrought Iron Bridge Company, $123,343.15.

The Post-Express.

ROCHESTER, FRIDAY, APRIL 4.

THAT DUTY ON HIDES.

The vacillating policy of the republican members of the house committee on ways and means regarding the proposed duty on hides has displeased not only the leather manufacturers of the entire country, but the editors of some of the leading republican papers, who, in the ordinary course of events, would be disposed to excuse and defend instead of criticise and denounce them. The New York *Press*, for instance, says: "We regret one change, that of hides from the free to the dutiable list, and we insist that they should be restored to the former category." And the New York *Tribune* says:

The republican members of the committee have not gained in confidence by their action regarding the duty on hides. There was no good reason for imposing the duty of 1½ cents per pound, and it was quickly made clear that such a duty would be in no way useful for protection. The committee then voted to restore hides to the free list. But on Saturday, upon representations by some western members, another change was made; a duty of 15 per cent. was voted, with rebate in full to exporters of products from dutiable hides. The duty now proposed would obviously be of no benefit to farmers or cattle-growers, for the imported hides are now used mainly in the manufacture of goods for export. But to the exporters and manufacturers of goods for export, it would be a vexation and needless burden. It is to be hoped that the republican members of the house will not hesitate to overrule their committee in this respect, since the committee does not seem to have been clear in its own mind. For industrial and for political reasons it would be better to keep hides on the free list.

Congressman Candler has presented to the house the protest of the New England Shoe and Leather association against the proposed duty. The petitioners express their belief that any duty upon raw hides and skins would be very detrimental to one of the largest business interests in New England and the middle states and that it would increase the cost to the consumer of every pair of shoes produced in this country.

It is the obvious duty of the committee on ways and means to put hides back on the free list and let them stay there.

The Post-Express.

ROCHESTER, MONDAY, APRIL 7.

AMUSEMENTS TO-NIGHT.

[illegible]—"Mr. Barnes, of New York."
ACADEMY—"The Emigrant."
GRAND—"Three of a Kind."

The New City Treasurer.

Shortly before 9 o'clock this morning ex-Postmaster Fleckenstein opened the city treasurer's office and assumed charge of his new duties. At the same hour James M. Acker appeared to assume the place vacated by Edward Thomas as cashier. Mr. Fleckenstein said to a POST-EXPRESS reporter shortly after he had assumed his new duties, "I shall make no further changes in the personelle of my force for the present, at any rate. I turned over the keys to the post-office to Mr. Reynolds Saturday night, and am looking about me in my new position."

"Have you decided upon any changes in the rules and regulations of the city treasury?"

"Not as yet. I must learn the business first. If I see any chance for improvement I certainly shall attempt to make it. I really am in no position to give the public information concerning my plans, for the fact is I have as yet had no opportunity to formulate them."

Treasurer Fleckenstein afterwards said to a reporter that no changes would be made for a month at least.

The New Postmaster.

General Reynolds was at his desk in the post-office this morning and commenced despatching business. He told a POST-EXPRESS reporter that no change of the deputyship was contemplated. As to his bond he said it had been secured without solicitation on his part and that the signatures to it were those of his business partner and members of George H. Thomas post.

COMMON COUNCIL

ORGANIZATION OF THE NEW BOARD TO-DAY.

President Tracy's Address—Mayor Carroll Strongly Advocates Closing of Saloons on Sunday—New Appointments—A Presentation.

The democratic members of the common council assembled at 11 o'clock this morning at a caucus held in one of the committee rooms adjoining the council chamber and remained in session until two o'clock this afternoon. The following nominations were made:

President—William H. Tracy.
Clerk—Peter Sheridan.
Messenger—Francis J. Irwin.
City attorney—Charles B. Ernst.
Overseer of the poor—Bernard Ritzenthaler.
Fire marshal—Arthur McCormick.
Meat and milk inspector—William J. Toole.
City sealer—John B. Hayd.
City surveyor—G. H. Peacock.

The last meeting of the common council of 1889-90 was held at 3 o'clock this afternoon. Immediately after the aldermen had assembled President Tracy made the following address:

FELLOW-MEMBERS OF THE COMMON COUNCIL—So quickly have the months revolved, so swiftly has moved the busy hand of time, that we scarcely realize the many days that have come and gone since we first assembled in this chamber as a board of aldermen twelve months ago. Yet we find our labors ended, our trusts about to be surrendered or assumed anew, and other legislators ready to step upon the scene, as we cross to-day the threshhold of another fiscal year.

The year of 1889 and 1890, however, has not been uneventful; your labors have not been free from difficulties, and the work accomplished not without beneficial results to your respective constituencies and to the citizens of Rochester.

The year about to close has been a year of unusual activity in this and other departments of the city government. More streets have been paved, more sewers constructed, more public improvements undertaken than in any one year before, and it is gratifying to know that those improvements are, in conformity with the popular demand, of a lasting nature, and that, in the construction of streets, the people have arrived at a realizing sense of the necessity of having something better than the old and unsatisfactory McAdam improvement, and are willing to adopt instead the asphaltum or Medina stone roadbed, either of which, though costlier in the beginning, is in the end the cheapest, for the reason that it is more cleanly, more healthful and more permanent. The Driving Park avenue bridge is approaching completion, the contract for the Platt street bridge has been let, and the initial steps have been taken for spanning the river with an iron structure at some point south of the city's principal thoroughfare. The east side sewer bill, which failed of passage through the legislature last winter, will undoubtedly soon become a law, and the work upon that necessary and gigantic undertaking can be then at once begun.

That great work will furnish employment for several years to a large number of poor men, and, when completed, the city at large will not be harassed with sewer suits so numerous to-day; the damages annually recovered in these actions will no longer swell the pockets of litigants who have ditches or streams flowing through the rear end of their farms, and the people on the east side will be afforded a system of sewerage for which generations, present and to come, will give to you their grateful benedictions.

The greatest achievement of the year, however, is the agreement obtained by the city from the Rochester City and Brighton railroad company, as a consideration for the granting of a franchise to that corporation for the change of motive power from that now in use to the propulsion of its cars by electricity. In pursuance of that agreement the tracks of the company will be extended and multiplied, the bob-tail vehicle superseded by cars of comfortable proportions in charge of conductors which cars will traverse, by rapid transit, the principal streets from the business centers to the furthermost limits of the city. By means of that franchise and the conditions under which the grant was made, people living in the outskirts will be enabled to go to and from their places of business with no appreciable loss of time and without the payment of several fares for one continuous ride. The outlying property of citizens will be greatly enhanced in value, and the benefits which will accrue to the people in this and other ways will exceed, I dare say, even your present sanguine expectations.

While dwelling upon things that are bright and cheerful, we are forced to contemplate the dark and gloomy picture presented to our view in the defalcation of a once honored and trusted official of this city, and in his subsequent deserved but sad and inglorious fate. It may be [illegible] however, to [illegible] in regard to [illegible] with commendation [illegible] the steps [illegible] to secure the city against serious loss. And, if in the future, officials are more watchful of the city's interests, if the provisions of the charter are hereafter strictly followed, and the law in all respects obeyed, the event that so recently startled this community would not have been without its salutary lesson in the management of municipal affairs.

But I will detain you no longer. My relations with you, gentlemen, individually and collectively, have been of the most pleasant character. Nothing has occurred during the year just ending, in your conduct towards me that can receive at my hands censure, criticism or reproach. You have overlooked my shortcomings and worked together hand in hand for the best interests of your constituents and for the welfare and prosperity of this beautiful city. I take leave of you with the kindliest feelings, and with the wish that the future may bring to all of you abundant success and happiness. I bid you, gentlemen, a sincere and fond farewell.

Alderman Kohlmetz, on behalf of the members of the board and the city officials, presented President Tracy a large, richly upholstered easy chair and a beautiful basket of flowers, with these remarks:

Another year has rolled by and with this meeting our official duties for the year will end. Whether we have performed our duties well our constituents must decide. I have been chosen by your associates in this council to express their thanks for the patient and impartial manner in which you have presided over our deliberations. Mr. President, we desire to make this expression and resolution more lasting. I am delegated by your associates of the common council and other city officials to present to you a memento which, as you look upon it in coming years, will bring back to your mind pleasant recollections of your relation and association with us.

President Tracy received the gifts with a brief speech and the old board was declared adjourned sine die. The new members then took their seats and the new board was called to order by the clerk.

The following inaugural address of Mayor Carroll was read:

MAYOR'S OFFICE,
ROCHESTER, N. Y., April 7, 1890.

To the Common Council of the City of Rochester:

It is impossible to magnify unduly the importance of the trust with which, as officials, we are invested by the suffrages of our fellow-citizens. To justify the measure of confidence reposed in us, we are called to the exercise of every faculty to discover abuses in laws and their administration and devise remedies. Routine administration generates a bad atmosphere, in which evil purposes may thrive. An occasional upheaval of official bodies by the dynamite of investigation is a necessary condition of pure and efficient government. It is the need of such investigation of all departments of the city government that I commend to your attention as the body charged with the power and duty of investigation. It is a patent fact that general interest of the citizenship has brought about the revolution which now puts the democratic party in control of every board of the city, except the excise board and the board of education, though this city is fairly republican in politics.

It is not my duty at this time to localize the causes of this result, but to call your attention to the serious business of reforming all departments as rapidly as energetic investigation develops the need thereof. It is a labor that requires patience and resolution on the part of committees, and a purpose to justify public confidence in the integrity of the democratic board of common council, which survives the storm of popular disapproval of other officers and boards of the city. There is no escape from this responsibility, if any were desired, as the harmony of political views of the mayor and council forbids a resort to any subterfuge to escape the exigent public duty for which the citizenship has invested them with power. For myself, and I think for you, a pledge may be given that as fast as a willful purpose to execute law inefficiently, to continue neglects of duty, loose methods of dealing with public works and public funds, is found in any of the governing bodies of the city, every means to arouse public sentiment to such abuses, to eradicate the methods which permit them, to remove officers who encourage them, will be resorted to with the end in view of getting for the taxpayer the worth of his money and for all citizens an orderly administration of government.

It is an unmistakable fact that the streets of this city are in no such condition as the amounts of money annually raised for their care should have put them in, and further levies should be guarded in their expenditure in such manner as to secure much greater efficiency. The taxpayer has been given much defective work in local improvements by reason of improper inspection by men not practiced nor capable, and the release thereby of the contractors from necessary supervision. That the fire department and water service have been fairly well administration by the executive board, though not economically, shows that the tests of experience and skill applied in those branches of public service have not been so well applied in the management of the street department. It has been in that department that political influence with the appointing power has been most regarded, and efficiency in political work has been the test of appointment rather than capacity and energy in public service.

The deadlock existing for several years in the matter of appointments in the board of health has not tended to efficiency in that department. It is my desire, with your co-operation, to restore to the medical profession in the city the influence and control of this department of the government which they once held to the advantage of the people. Upon what theory of superior knowledge or skill of laymen in sanitary matters the present composition of the board of health has been defended it is now useless to inquire. It is an unmixed evil that the city has been deprived of the abundant skill of the medical profession in such affairs. To them belongs this part of the burden of government, because their fellow citizens may rightfully ask this service in the cause of humanity. As rapidly as may be I will present for your approval nominations which will be representative of the medical profession and seek thereby to accomplish needed reforms in the board of health.

The recent calamity to the city funds through the defalcation of the city treasurer has not been without its compensations. Your very able finance committee has faithfully applied itself to devising safeguards for the future which are now enacted by you to prevent future disaster. Not the least of the advantages to the city which the service of Alderman Thayer as acting city treasurer has entailed has been the thorough inauguration of the new methods of dealing with claimants upon the city treasury and the rigid enforcement of the law in that office.

Our official bodies as well as the general public have come to see the necessity of relieving the treasury of the burden of accommodating their urgent needs by unlawful advances or claims of all sorts, and the city treasurer-elect will find it far easier to administer his trust with safety to himself and his bondsmen by reason of the rigid rules now established and adhered to in that office. The general attention centered upon the public affairs of the city by the exciting events and discussions of the past two months has been most healthful and should not be withdrawn. Integrity has brought its reward to the faithful public servant. The tone of administration is more conscientious. Unfair criticism has failed of public sympathy, but the unsparing denunciation of criminal laxity has not met with the slightest rebuke. The moral sense of the community has been outraged, but the calm, good sense of our people has sought appropriate remedies without vindictive pursuit of them who could appeal to old custom in mitigation of judgment. But the warning voice now raised against a repetition of such practice must be heeded by the highest and lowest of public servants.

The unfortunate conflict which has prevailed for a long time between the police department and excise board has been a public scandal, for which, as it has seemed to me, the responsibility lay with the excise board. That saloons denounced by the police department as conducted, without regard to decency or law, should continue to affront the citizens with their exhibits brawls and indecent conversation; that reports of the police justice of such matters have not received effective attention; that unlicensed persons have found a cover for continuing their business from time to time in deposits of money with the clerk of the excise board; that the protests of neighborhoods against the methods of keepers of low dives have not availed, is the common knowledge of all citizens.

It is not necessary for me to say, that upon the saloon, as conducted by a large majority of the persons in that business in the city during the lawful hours of such business, none of the above criticism falls. Their rights as fixed by law, their own moral sense, as shown in the conduct of their business, do not seem to require of me expression of my well known tolerance of the business of selling liquor when conducted with decency, according to law. But the abuses incident to the business as conducted by some persons demand the severest repression, and this cannot be accomplished without the utmost discrimination in the use of the licensing and police power of government. Equally essential is earnest, open-handed co-operation between the two boards in all matters within their jurisdiction, and until such time as the good sense of our people shall demand a consolidation of powers of the boards and so unite the power to correct the evils of the business and responsibility for not reducing such evils to a minimum, it behooves the respective boards to establish cordial relations of confidence and co-operation to which the counsels and powers of the police justice, I have reason to believe, will be willingly contributed to the end of establishing the order of community. The mayor's oath of office obliges him to take care that the laws of the state applicable to the municipality, be faithfully executed. Conspicuous among these laws is one that prohibits on Sunday all work and traffic not of necessity or charity. In the enforcement of this law the mayor has no discretionary power. He cannot require it to be obeyed one portion of the day and permit it to be violated another. It is a law for the whole day and for the whole people. It is impossible not to take cognizance of the fact that among the works and traffics not of necessity or charity on Sunday is the sale of intoxicating beverages that has for years been carried on as freely in Rochester on that day as on other days of the week. Conceding, as is claimed by many, that wines, beers and liquors are in themselves a necessity on Sunday, it does not follow that their sale on that day is a necessity also. The citizen who desires to exercise his right to their use on Sunday can supply himself in such quantities as he desires in portable form on any other day of the week, just as he supplies himself with food and clothing. There is no ground of necessity or charity upon which this particular traffic on Sunday can be justified, while many of its surroundings, incidents and consequences admonish that the best interests of the community will be subserved by its discontinuance as the law requires. Many of those engaged in the traffic on week days have always refrained from opening their places of business on Sunday, while others would gladly close, provided their neighbors and competitors did the same.

It has been gratifying to me that a large proportion of the liquor dealers of this city have expressed a desire that the laws fixing the hour within which their business may be lawfully conducted should be enforced upon such of them as do not habitually comply with such laws. The competitions of the trade, the evil example of a favored class of business transacted at unlawful hours for private gain rather than public convenience, are slight considerations compared with the loss of respect for law engendered by its open, persistent violation. Public officers have no field of discretion or construction in applying statutory enactments. Within the plain terms of a law of universal obligation fixing the hours for the conduct of the liquor business, public officers must find their duty marked out and fidelity to that trust requires them unshirkingly to enforce the law. Else an outcry is fairly raised by all who comply with the law, to their own disadvantage, and the general sense of the community condemns the public official for infidelity to his trust.

I have therefore determined as lies in my power to bring myself to the performance of every part of my official duty, with equal purpose to execute all laws of general obligation upon this community. Whatever business may be thereby affected with change from its routine of former years will still be possessed of all the advantages of other classes of business and the further steady gain will accrue to it of ceasing to be in conflict with laws sanctioned by the general sense of the people as essential to the good order and welfare of our large citizenship. I therefore take this occasion to make known the fact that hereafter strict compliance with the law of the state prohibiting the work and traffic of selling intoxicating beverages on Sunday will be required throughout the city. It is hoped that all concerned will unite cheerfully and heartily in causing respect for and obedience to the law, and that no cause for coercive measures by police power will be given. I enjoin upon all officers of the city government whose functions connect them with enforcement of law to be vigilant and firm, while considerate and judicious, in the performance of their duty, and to the end sought solicit the co-operation of all good citizens, and especially of those engaged in the wine, beer and liquor trade.

It is matter of congratulation of our citizens that the organization of the Chamber of Commerce has brought our business men into more immediate and organized relation to the public affairs of the city. The Chamber of Commerce has developed an unselfish public spirit, which has long been lacking in this city. Much good has already been accomplished as the result of the enterprise and energy of that body, and much more may be expected. Large and expensive public works are projected, to which the best talent of the expert and of the business man are necessary, and it is wise to solicit and recognize this attention to public affairs which has been recently so conspicuous as a part of the activity of the Chamber of Commerce.

At the same time the people rely upon the ultimate capacity, sincerity and integrity of their elective officers, and the accountability for results is wholly that of the public official. In so far as the co-operation of the Chamber of Commerce has been afforded by the appointment of joint committees making joint reports with committees of your own body, I think the tendency therefrom has been to lessen the sense of responsibility for action in your body, and confuse the public mind as to which is the real governing force in the city accountable for action taken. It seems wiser that the advisory relation of the Chamber of Commerce be maintained by the presentation of its views by its officers to the common council as other unorganized citizens present their views, that you may be held to account for your action, as the public have a right in all matters to the action of their servants as distinct bodies under their control. My views in this matter are submitted to your sound judgment with the hope that our people will approve the suggestion. If public servants are incapable or untrustworthy it is to the public interest that the fact appear in their unwise action, that the people may substitute at election those who are capable and trustworthy. The theory of the popular government seems logically to demand that the function of the common council be not shared in any way by private bodies of citizens so as to relieve the common council morally of just responsibility as officers chosen by the people.

My own practical acquaintance with public work has often furnished me evidence of the sacrifice of public interests in the execution of public works, and I shall endeavor to give much personal attention to the manner in which improvements contemplated are carried forward during my term of office.

From representations made to me I am led to believe that there is need of a complete system of electric police, fire, and auxiliary fire signals, for the city. The experiment of street boxes fitted up with a telephone inside has been tried, but this system is cumbersome, expensive and not always reliable. A system that admits of practically no restriction as to the uses to which it can be put, and that is reliable, simple and effective, is very much to be desired. Rochester covers a large area of territory, our houses in the suburbs are detached, and our police force by reason of the long patrol posts, must necessarily be scattered over a great deal of ground. We should have a system of police signals, so that an officer may be communicated with no matter where he may be on his post, either in the daytime or at night. By the adoption of a simple yet practical auxiliary fire service, greater security and protection to citizens in their homes and in their factories, offices and shops would be given. I am not familiar enough with the various systems of electric signalling in vogue to speak of their relative merits, but I think the time has come for the consideration of a matter of such vital importance to the future welfare and safety of the city. And I recommend that steps

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be taken for an investigation looking to the introduction of some electric system that can be used in the manner I have stated, if found as desirable as it is believed to be by those most familiar with fire and police service.

With these few observations upon the condition of the city business, I leave many important affairs for deliberate and detailed discussion as the interests of the city call for their consideration in the future. I believe I shall receive your co-operation in the discharge of my duty. I invoke for the official body the tolerant judgment of the people until such time as our purposes fairly appear in our action.

WILLIAM CARROLL.

The nominations as published above were made and the officers were duly elected. These city physicians were elected: West side—Drs. Crowley, McNamara and Hoard; east side—Drs. Cornier, Zoble and Collins.

The old printing contract with the Union and Advertiser printing company was renewed at the same rate. The salaries of city officers appointed by the council were reduced $1,360.

MAYOR AND EX-MAYOR.

The Former Presented to the Police Force by the Latter.

At 2:30 o'clock this afternoon the members of the police force were mustered at the headquarters in City hall and Mayor Carroll was formally presented to the department by the retiring mayor, Cornelius R. Parsons.

Mr. Parsons said:

MEMBERS OF THE POLICE DEPARTMENT OF THE CITY OF ROCHESTER—My official term has ended, and I stand before you no longer as one in authority.

It has seemed appropriate, however, that I should come before you to-day—before you with whom I have been so long and so pleasantly associated—and, from the standpoint of one who retires from official life, speak the parting good-bye.

Do not imagine, my good friends, that I shall lose my interest in you or in the dear city where I have resided for so many years, with which I have been so long officially connected. I shall think of you often in the future, shall rejoice with you in your prosperity, and so long as your duties as protectors of our city continue to be faithfully performed I will be your sympathizing friend, if days of adversity ever overtake you.

I desire also at this time to thank each member of the department for the faithful service he has rendered the people of Rochester and for the respectful consideration that has ever been paid to me. With confidence I now commit you to the thoughtful care of the board of police commissioners of our city, composed as it is of my former associates whom I highly esteem and Rochester's new civic chief magistrate, the Hon. William Carroll, whom I have the pleasure at this time of introducing.

Mayor Carroll said:

GENTLEMEN OF THE POLICE DEPARTMENT—There could be no more appropriate duty for the chief magistrate of Rochester than to review the police department, the guardians of the city's peace, the defenders of our homes and firesides. Gentlemen, I can conceive of no pleasanter official duty for me than to appear before you and ask your faithful assistance in my efforts in caring for the interests of the people of the city of Rochester. You present a handsome appearance to-day, gentlemen, and the retiring mayor has alluded in fitting terms to the zeal and efficiency which has characterized your aid to him during his official incumbency. I hope this feeling may be continued during my term of office and I trust that nothing will occur to mar the pleasant relations with which we start out.

The police department of the city of Rochester has long maintained an enviable reputation for its usefulness and effectiveness, and nothing that I can say at this time could strengthen the brilliant record you have made.

I hope that your present efficiency may be maintained and increased, if possible, and that you will endeavor to continue to preserve a high standard of discipline and conduct.

Mayor Carroll's Nominations.

Mayor Carroll has made the following nominations: Board of health, Dr. J. W. Whitbeck, Dr. J. A. Biegler, Emory B. Chace, Timothy Derrick, Matthias Kondolf, J. Henry Howe; civil service commission, examining board, part 1, D. D. Sully, A. J. Rodenbeck, L. B. Marcy; examining board, part 2, Samuel P. Moulthrop, George A. Carnahan, Charles Dice; secretary of civil service commission, Thomas D. Wilkin.

EXECUTIVE BOARD.

Retiring Address of Chairman Aikenhead—Presentation.

The old executive board met this morning, and after the transaction of some business, Mr. Aikenhead made the following address:

GENTLEMEN—The time has now arrived when my official connection with the executive board is to terminate. As it is natural at the conclusion of a pleasant and safe journey to recall, and to some extent review its history and results, and to gather therefrom lessons for future guidance, and if possible to comfort ourselves with discoveries, showing that though a rough and rugged route, yet that we have arrived at the end of the journey with powers unimpaired and manliness unimpeached.

Following this suggestion and the practice of my predecessors, I review briefly some of the results of our labors for the past three years. The following described work has been done, and expenditures and disbursements made under the direction and supervision of this board during the last three years:

STREET IMPROVEMENTS.	
Seventeen streets improved with Medina stone pavement at a cost of	$208,421 87
Thirteen streets improved with asphaltum pavement at a cost of	306,331 35
Eleven streets improved with gravel pavement at a cost of	66,424 81
Eleven streets improved with McAdam pavement at a cost of	134,057 04
Twenty-nine streets improved with earth grading, etc., at a cost of	49,266 17
Ninety streets improved with sidewalks at a cost of	36,533 34
SEWERS.	
One hundred and twenty-nine streets improved with sewers at a cost of	469,292 75
Six streets improved with sewer cleaning at a cost of	5,876 69
MISCELLANEOUS IMPROVEMENTS.	
Five bridges constructed at a cost of	$42,287 79
One bridge approach at a cost of	7,130 46
Two roadway widenings at a cost of	4,188 09
Four roadway cleaning and repair at a cost of	9,191 50
Four roadway curbs and gutters at a cost of	6,644 46
Street sprinkling work at a cost of about	75,000 00
New hose houses at a cost of about	36,094 87
HIGHWAYS.	
For cleaning and repairs of highways at a cost of	$469,017 48
For water pipe extensions at a cost of	258,925 82
For fire department disbursements at a cost of	370,644 61
For water works disbursements including payment on interest account	994,632 09
Total	$3,542,950 79

The supervision of such a vast amount of work, of so varied a character, has involved not only the utmost vigilance on the part of the executive board, but the solution of many difficult problems, the rending of countless and prompt decisions on vexed questions and lines of policy, the establishing of precedents for future government [illegible] accounts [illegible] of policy [illegible] to all parties, yet the results have in most cases justified our action.

The proper management of the department has required the employment of a large number of [illegible] assistants, superintendents and [illegible] [illegible] to the [illegible] taxpayers generally.

In closing my official relations with my colleagues in the board I desire to express to each of them my sincere thanks for the uniform kindness extended to me as a member and presiding officer of the board, and I desire to emphasize the fact that the utmost harmony of feeling and action has existed among the members during all the period of my official connection with the executive department of the city. This being so I shall carry with me into private life the kindliest feelings toward each of you, and although I shall no doubt occasionally exercise what each taxpayer seems to regard as an inalienable right to criticize your action as officials to my heart's content, yet you may be assured that the criticism will emanate from a friendly source and that you will always have my best wishes for your continued successful administration of the trust committed to you.

To my successor in office, and my very good friend and neighbor, I have none but the best wishes to express and trust that he will so administer the great trust committed to him as to satisfy his own conscience as well as earn the commendation of his constituents.

Mr. Aikenhead then declared the board adjourned sine die. Clerk Neville arose and, addressing Mr. Aikenhead, said:

Mr. Aikenhead—This is one of the occasions in life where the feeling of pleasure is interwoven with that of regret.

The pleasure arises from the opportunity afforded me in behalf of the employees of this board to express in a few words our appreciation of the many kindnesses extended to us by you, and the consideration which you have always shown when we failed to meet the requirements of our positions by not properly and promptly performing the duty with which we were charged. The regret on this occasion comes from the fact that our official relations are about to be severed and that a friendship and acquaintance that three years' close association has established is to be interrupted by your departure from our official circle.

But time wears out impressions and memory often defaults in retaining recollection of agreeable events in our lives, and in order to assist in this respect we have procured a small souvenir, that from time to time you may bear us a pleasant rememberance.

You will observe this article is a tight box, not unlike the position you often found yourself in while engaged in the performance of your official duties. And, as it will be necesary to create friction in order to render its future contents useful, so it has been necessary for you to meet with friction in many a public undertaking from the best light you could get on the subject, in order to be just to yourself and honest to the people.

This second article is one which finds itself in the hands of many thoughtful men. When filled its contents will give you comfort in your musing moods, help stimulate you in your hours of activity, and will, we hope, cling to you when all other friends have departed. Its outward covering is as unsullied as your official reputation, and as you look into its golden depths we trust you may feel that our friendship for you is as pure as the precious metal which forms its lining.

In tendering you the last article we purpose that it may be stored with the most fragrant Havanas, that in your hours of ease in the distant future as you contentedly puff their aromatic smoke into the air, you will draw from the bonded warehouse of your recollections of the good will which always will go with you for your future prosperity, from those whose names you find inscribed within, as well as from every employee who has had the pleasure of serving under your administration of office as member of the executive board.

The smoking set consisted of a tobacco box, cigar case and match box, each of which bore the name of the retiring member and the initials of the donors, "J. N. T." and "T. J. N.," with the date of the presentation.

Mr. Aldridge presented Mr. Aikenhead, on the part of Mr. Armbruster and himself, a handsome scarf pin. Mr. Aikenhead accepted the gifts in a brief speech in which he referred to the pleasant relations that have existed between the members of the board.

W. W. Barnard then took the seat vacated by Mr. Aikenhead and, acting as temporary chairman, called the meeting of the new board to order.

Upon the nomination of Mr. Aldridge, Mr. Armbruster was elected chairman of the board. Mr. Armbruster upon taking the chair made a brief speech, thanking the members for the honor, and suggesting some methods of transacting a portion of the business to come before the board.

Thomas J. Neville was nominated for clerk of the board and was unanimously re-elected. Mr. Neville thanked the members for this action and the meeting was adjourned.

A flower-pot containing a handsome spirea adorned the large table in the center of the room, and Clerk Neville was busily engaged in handing out button-hole bouquets of pink and red roses and lilies of the valley.

ROCHESTER MORNING HERALD
TUESDAY, APRIL 8, 1890.

THE NEW CITY GOVERNMENT.

Yesterday Mayor Parsons, with that tact and grace that have always distinguished his official life, turned the office of mayor, with its ex-officio functions, over to his successor, Mayor William Carroll. As he retires from the place he has so long held we believe the best wishes of the people of Rochester will go with Mayor Parsons. We have had occasion at times to criticize some features of his administration, but oftener we have been glad to commend and praise. By many personal qualifications, by a cool, well poised temperament and by a thorough knowledge of as well as a long experience in public affairs he was admirably qualified for the responsible office he has just relinquished. These qualities doubtless will prove his friends and helpers in any new field he may now enter.

The new mayor, though well known as an individual to many of our citizens, is a comparative stranger to the city at large. He has held places of public trust and influence, but none that could bring him so near the focus of popular attention as that he now occupies. We sincerely hope, for the sake of the city as well as for his own, that he may be successful in administering the office of mayor so as to contribute to the best [illegible] of the city at large. [illegible] [illegible] receive generous [illegible] from people of all parties as he enters upon his new field of duty.

Mayor Carroll's message which will be found in [illegible] column, is comparatively brief and will, we believe, receive more general and careful attention than is usually bestowed upon such documents. The mayor speaks clearly and forcibly in favor of a rigid enforcement of all laws and an economical as well as faithful administration of public duties by all departments of the city government. It is unnecessary for us to say that we heartily approve that portion of the message that condemns the existing condition of the streets and believe that much, though not all, of the responsibility is where he places it. We shall also be glad to see the reforms in the other departments to which he calls attention brought about.

But after all, it is when the mayor comes to discuss his own responsibility and prospective action that the message assumes special interest and importance. His treatment of the Sunday liquor question will be most cordially indorsed by all law abiding citizens. He gives fair notice that the laws upon that subject are to be strictly and fully enforced. The saloons are to be closed and kept closed all day Sunday and to this end he invokes the aid and cooperation of all citizens including liquor dealers themselves. We have no doubt many of the latter will be glad of the opportunity thus afforded to follow the example of other business places and take one day off each week. Such of them, however, as decline to be governed by this very reasonable provision of the law will, it is to be inferred from the message, be forced to fall into line with the community at large.

There were changes in other city departments yesterday as well as in the office of mayor. The executive board passed over into the hands of a democratic majority and new blood was introduced into the board of education. The election of Commissioner Noyes to the presidency of the latter board was a surprise to the public and appears to have been the result of a combination to defeat Commissioner Thrasher. It is yet to be seen to what degree this result will affect the movement in favor of a better state of affairs in that board.

ALL GRAVITY LINE.

CHAMBER OF COMMERCE DEMANDS IT

And Will Send Representatives to Albany If Necessary—Listing of Taxes Opposed and Also the Postal Telegraph Scheme.

The monthly meeting of the board of trustees of the chamber of commerce was held last evening and was largely attended. President L. P. Ross occupied the chair.

The committee on postal facilities reported upon the postal telegraph bill, the passage of which has been recommended by the New York chamber of commerce. The members of the committee are not in favor of the bill and submitted a resolution stating that the bill fails to meet with their approval because in their judgment existing telegraph companies meet all demands that the bill in question is likely to provide for. The resolution was adopted.

J. G. Cutler from the public improvements committee reported that a meeting had been held just before the assembling of the trustees and the subject of street cleaning discussed. Colonel G. H. Reynolds, an ex-street superintendent, and Colonel John McMahon were present with the committee, which asked for further time.

George C. Buell offered a resolution opposing the assembly bill for the listing of taxable property. The resolution states that the bill is "oppressive and inquisitorial in its nature and decidedly injurious to the manufacturing and business interests of the city as well as the state." It was adopted. Mr. Buell also made a report from the committee on legislation. He said that he had spent an evening in reading the proposed charter amendments and was unable to report either for or against them.

J. G. Cutler, from the special committee on the water supply, offered the following important report, which was read. It follows in full:

The board of trustees of the Rochester chamber of commerce:

GENTLEMEN:—Since the presentation of our report at the annual meeting your special committee has, on invitation of the aldermen, participated in a number of meetings held by the joint committee of the common council. At the most important of these meetings, the one held in the city clerk's office on March 24th, the following resolutions were adopted, eleven aldermen voting with us for the first and eight for the second:

"First—That this committee recommend the purchase and setting of 10,000 additional water meters at the earliest possible moment and at an expense not to exceed $150,000.

"Second—That it is the sense of this committee that while metering is necessary it will not obviate the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed by the legislature, and we recommend to the common council that such an act be at once prepared by the city attorney."

It was expected that an act drafted in accordance with the terms of the second resolution would be prepared by the city attorney and submitted to the common council or to the committee for approval before it was introduced into the legislature. This, however, has not been done. The same bill which was sent to Albany last year—nobody knows by whom—and without the approval of the common council, and afterward expressly disclaimed by it, has been introduced and contains no provision with regard to the manner in which the water supply shall be obtained. Your committee, therefore, calls attention to the fact that, notwithstanding the array of expert testimony against the extravagant scheme of the water works engineer to construct and maintain a plant to pump water from a source 388 feet higher than the city, it is still threatened and, although eight out of 16 aldermen have voted in committee for an "all gravity" conduit, it is doubtful whether the common council can prescribe—or will prescribe—the method of obtaining a supply once authorized, after which the business passes under control of the executive board, whose present engineer is definitely committed to a plan involving pumping.

The work of your committee jointly with that of the original aldermanic committee, assisted by two eminent engineers employed at an expense of $5,000, and involving a large investment of time and effort, established beyond successful question the undesirability of proceeding in the matter of securing additional water, under the advice of the present engineer; and as we fear that unless the all-gravity plan, pronounced by the experts to be the cheapest and the best, is described in the enabling act, its passage may be endangered by the active objection of influential citizens, exasperated by the persistent attempt to force a visionary and unsound plan, supported only by the advocacy of its author, upon a community already overburdened with expenses, some of which have been incurred in the same way, your committee urges upon you the importance of procuring additional supplies of water, the need of securing a suitable enabling act from the present legislature, and recommends as one means of obtaining the acquiescence of the taxpayers to the proposed expenditure, the removal of all possibility of unwise and unnecessary outlay for pumps and pumping, by inserting in the act a clause stating explicitly that the supply shall "only be obtained by the construction of an all-gravity conduit from Hemlock lake."

Respectfully submitted,
WILLIAM H. GORSLINE,
JAMES G. CUTLER,
JAMES E. BOOTH,
WILLIAM S. KIMBALL,
CLINTON ROGERS,
Special Committee on Water Supply.

A general discussion followed and the report was finally adopted. The following resolutions offered by A. S. Hamilton were then put to a vote and carried:

Resolved, That the report of the special committee on water supply be accepted and adopted and that the secretary be instructed to advise our representatives at Albany that the board of trustees endorses and urges favorable action on the request for a clause in the water works enabling act that will definitely and explicitly require an all-gravity line so constructed as to prevent any present or future necessity for pumping from Hemlock lake.

Resolved, That the committee on legislation be requested to meet at once with the special committee on water supply for such further consideration of the enabling act in relation to additional water supply as may be desirable, and that the executive committee be requested to send a representative delegation to Albany in case such action is deemed necessary to secure any amendments in the interest of the taxpayers at large.

The following new members were elected: Frederick Schlegel & Sons, Isaac Teall, George A. Sabey, H. F. Seymour & Co., D. Armstrong & Co., and J. M. Horton. The subject of a new charter will be again discussed at the monthly meeting next Monday evening, this topic having been tabled at the last meeting. The board also voted to allow the discussion of any subject after the charter matter has been disposed of. The secretary was instructed to write a letter to George W. Elliott, complimenting him upon the success and value of the year book, recently edited by him. The board then adjourned.

Democrat and Chronicle
APRIL 8, 1890.

PUMPING DOWN HILL

The Chamber of Commerce Thinks it is Unnecessary.

GRAVITY WILL DO THE WORK

The Bill Should Specify that Form of a Conduit—Report of the Water Supply Committee — Meeting of the Board of Trustees.

The water supply committee of the Chamber of Commerce has always opposed Engineer Tubbs's pumping scheme for obtaining Hemlock water. Last night the board of trustees of the chamber, at a regular meeting, adopted resolutions strongly condemning the scheme. The resolutions also advise that the bill shall explicitly state that the supply shall be obtained by gravity.

The other action of the board was of less importance. Other legislative bills were discussed and some new members were admitted. The president, L. P. Ross, presided.

The committee on postal facilities offered a resolution which was adopted disapproving the postal telegraph bill. The grounds of disapproval were that the existing company met all the demands which the new system provided for.

Before the trustees met, the committee on public improvements had a conference with Colonel McMahon and G. H. Reynolds, in reference to street cleaning. At the later meeting James G. Cutler reported that the committee would make a further examination into the subject. George C. Buell offered a resolution, which was adopted, in reference to the bill for the listing of taxable property. The resolution condemned the bill as being "oppressive and inquisitorial in its nature and decidedly injurious [illegible] business and manufacturing [illegible] the city [illegible] Mr. Buell said he had spent a whole evening in studying the proposed charter amendments but was unable to report either for or against.

Mr. Cutler from the committee on water supply presented the following report:

"Since the presentation of our report at the annual meeting, your special committee has, on invitation of the aldermen, participated in a number of meetings held by the joint committee of the Common Council. At the most important of these meetings, the one held at the city clerk's office on March 24th, the following resolutions were adopted, eleven aldermen voting with us for the first and eight for the second:

"First—That this committee recommends the purchase and setting of 10,000 additional water meters at the earliest possible moment and at an expense not to exceed $150,000.

"Second—*Resolved*, That it is the sense of this committee that while metering is necessary, it will not obviate the need of constructing an additional all-gravity conduit of 15,000,000 gallons capacity as soon as an enabling act can be passed by the Legislature, and we recommend to the Common Council that such an act be at once prepared by the city attorney.

"It was expected that an act draughted in accordance with the terms of the second resolution would be prepared by the city attorney and submitted to the Common Council or to the committee for approval before it was introduced into the Legislature. This, however, has not been done. The same bill which was sent to Albany last year—nobody knows by whom—and without the approval of the Common Council, and afterward expressly disclaimed by it, has been introduced and contains no provision with regard to the manner in which the water supply shall be obtained. Your committee, therefore, calls attention to the fact that, notwithstanding the array of expert testimony against the extravagant scheme of the water works engineer to construct and maintain a plant to pump water from a source three hundred and eighty-eight feet higher than the city, it is still threatened, and although eight out of the sixteen aldermen have voted in committee for an 'all gravity' conduit, it is doubtful whether the Common Council can prescribe—or will prescribe—the method of obtaining a supply once authorized, after which the business passes under control of the Executive Board, whose present engineer is definitely committed to a plan involving pumping.

"The work of your committee jointly with that of the original aldermantic committee, assisted by two eminent engineers employed at an expense of $5,000, and involving a large investment of time and effort, established beyond successful question the undesirablity of proceeding in the matter of securing additional water, under the advice of the present engineer; and as we fear that unless the all gravity plan, pronounced by the experts to be the cheapest and the best, is prescribed in the enabling act, its passage may be endangered by the active objection of influential citizens, exasperated by the persistent attempt to force a visionary and unsound plan supported only by the advocacy of its author, upon a community already overburdened with expenses, some of which have been incurred in the same way. Your committee urges upon you the importance of procuring additional supplies of water, the need of securing a suitable enabling act from the present Legislature, and recommends as one means of obtaining the acquiescence of the taxpayers to the proposed expenditure, the removal of all possibility of unwise and unnecessa y outlay for pumps and pumping, by inserting in the act a clause stating explicitly that the supply shall 'only be obtained by the construction of an all gravity conduit from Hemlock lake.'

"Respectfully submitted,
"WM. H. GORSLINE,
"JAMES G. CUTLER,
"JAMES E. BOOTH,
"WM. S. KIMBALL,
"CLINTON ROGERS,
"Special Committe on Water Supply."

Arthur S. Hamilton sent up the two following resolutions which were at once adopted:

"*Resolved*, That the report of the special committee on water supply be accepted and adopted and that the secretary be instructed to advise our representatives at Albany that the Board of Trustees endorses and urges favorable action on the request for a clause in the water works enabling act that will definitely and explicitly require an all-gravity line, so constructed as to prevent any present or future necessity for pumping from Hemlock lake.

"*Resolved*, That the committee on legislation be requested to meet at once with the special committee on water supply for such further consideration of the enabling act in relation to additional water supply as may be desired, and that the executive committee be requested to send a representative delegation to Albany in case such action is deemed necessary to secure any amendments in the interest of the taxpayers at large."

Balloting on members came next. The following firms were admitted: Frederick Schlegel & Sons, Isaac Teall, George A. Sabey, H. F. Seymour & Co., D. Armstrong & Co., and J. M. Horton. The secretary was directed, by motion, to thank George W. Elliott, on behalf of the chamber, for his valuable Year Book and to compliment him on its merited success.

There will be a general meeting of the chamber next Monday evening. Besides the subject of charter amendments, the meeting will be open for general discussion.

THE report of the Chamber of Commerce special committee on water supply, which is published in the local columns this morning, speaks plainly and to the point. It declares in positive language against an all-gravity conduit, and the members of the committee evidently intend to take every precaution to prevent the possible use of that system.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 8, 1890.

MAYOR CARROLL'S MESSAGE.

The message of Mayor Carroll to the Common Council was printed in the four o'clock edition of the UNION yesterday and will appear in the earlier editions today.

Never before since Rochester was incorporated a city was a communication from the Executive to the Legislative department of the municipal government looked for with so much interest, and never before was such a communication received with such hearty endorsement and favor by the people, as the expressions from all classes of citizens that we have heard abundantly prove. The message is comprehensive and exhaustive of the important subjects discussed, of which more hereafter. With reference to that most important subject of streets and improvements, it may be said that Mayor Carroll's services will be of incalculable value to the city. He has the advantage over his predecessor of being skilled in mechanics, and especially in public works. And by devotion of a share of his time to looking after street and contract work, it is placing a low estimate upon the good he will do in preventing waste and fraud and compelling faithful performance of duty to say that it will amount in dollars and cents to ten times his annual salary.

The feature of the message, however, that draws most attention, and elicits most approbation, is that which announces a new departure with regard to the sale of intoxicating beverages on Sunday, which has for years, in defiance of law, with official connivance, been as free on that day as on any other day of the week, and in vile places has been more scandalous and demoralizing than on any other day of the week. In calm, considerate, and courteous language, the mayor states the situation precisely as it is, and gives notice to whom it may concern that on next Sunday and every Sunday thereafter the places where wines, beers and liquors are sold must be closed. There is no sham or make-believe in this matter. The Democratic party of this city assembled in the delegated convention that nominated Mayor Carroll for his office, emphatically and unanimously made this pledge:

Resolved, That the Democrats of the city of Rochester in convention assembled hereby give pledge that if the people will entrust them with the power in county and city offices thus prostituted to base uses by Republican incumbents, they will, through their chosen representatives, exercise it to the end of *faithful administration of the laws and honest public service*.

The people took the Democracy at their word and gave them the power. That pledge must and shall be redeemed. Neither the UNION, nor Mayor Carroll, nor any other Democrat in office, is going to belie it. All stand upon and by it, and they will make it good.

TO-NIGHT'S COUNCIL MEETING.

Chamber of Commerce Action Will be Considered.

It is expected that the additional water supply question will be considered at this evening's Common Council meeting. It will probably be brought up in connection with the Chomber of Commerce trustees' action last evening in requesting the representatives at Albany to insert a clause providing for an all gravity line in the enabling act now before the Legislature. The argument will be made, in opposition to the trustees' action, that their plan was not recommended by Chief Engineer Tubbs, nor yet by the experts employed by the Chamber of Commerce, but was originated by a committee of layman from the chamber, and that consequently the city should not be restricted to a plan to which no engineer has yet given approval.

The Post-Express.
ROCHESTER, TUESDAY, APRIL 8.

THE MAYOR'S POLICY.

That part of Mayor Carroll's message which deals with saloons and pledges the new administration to enforce the laws for the observance of Sunday, is the subject of much comment.

There is no doubt that the mayor is right, on general principles, in the policy which he has proclaimed; and, in our humble judgment, he can carry it out if he sets to work seriously, and works vigilantly and persistently. It is not only right to enforce the law, but practicable—with an honest and determined effort.

But the thing will not come to pass with words merely; and the great danger is that it will fail for want of perseverance. In the meanwhile it may be understood that the POST-EXPRESS will sustain the policy of the mayor in this matter, either until it succeeds or until there is not a respectable rag of it left.

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COMMON COUNCIL.

Important Measures to Come Before To-night's Meeting.

It is expected that the meeting of the common council this evening will be an interesting one, as several matters of importance will come before the aldermen for action. The most important matter will be the water supply question. It is probable that a resolution will be presented authorizing the expenditure of a sum not to exceed $20,000 for the purchase and introduction of water meters and that the executive board and the finance committee of the common council will be instructed to fix the amount of expenditure within that limit. It is probable, also, that when the subject of a water conduit is brought up a resolution will be offered providing for the employment of another expert or experts to examine the conditions and report to the council as did those formerly employed. This action is expected for the reason that the views of the chamber of commerce committee differ from those of the council committee.

It is thought, too, that the labor organizations will endeavor to secure favorable action upon their request that the executive board *shall do all the city work* instead of letting it out to contractors. The chamber of commerce will probably have some suggestions to make to the aldermen regarding the cleaning of streets, and it is possible that the ladies of the Provident dispensary association, the Female charitable society, the Women's political club and others will renew their request that some action be taken to provide permanent female city phyeians.

Democrat and Chronicle

APRIL 4, 1890.

NOW FOR BETTER SCHOOLS

Citizens' Educational Association Completes Its Organization.

THE LIST OF OFFICERS CHOSEN

Professor Lattimore Elected President—Provisions of the Constitution — A Special Committee to Attend the Board of Education Meeting.

The organization of the Citizens' Educational Association was completed last night by the adoption of a constitution, and the election of officers. About seventy-five persons attended the meeting at the Chamber of Commerce rooms, by far the greater majority of them being women.

Henry Michaels called the meeting to order at about 8:20 o'clock, when he briefly stated the steps already taken by the committee toward a permanent organization. Secretary Hill then read the articles and by-laws as adopted by the special committee at the meeting Wednesday afternoon.

The by-laws provide that the organization shall be called the "Citizens' Educational Association," and state the object of the association to be to "increase the efficiency of the public schools, to encourage every other means of popular education, to bring about needed reforms in the administration of school affairs and to maintain an active interest among the people in the matter of general education." Any person having been allowed by a majority vote of the executive committee may become a member of the association by paying 25 cents as an initiation fee, and signing the roll of members. The annual dues shall be 25 cents payable in each year after the first year.

There shall be a president, eight vice-presidents, a recording secretary, corresponding secretary, and treasurer; also an executive committee, consisting of the officers of the association and the chairman of the standing committees and ward committees, the president to have the power of adding to the committee to a number not exceeding twelve.

The following are to be the standing committees: On school education, on home education, on industrial education, on political education, on education pertaining to health and on statistics.

The committee on "School Education," shall consist of seven members from each ward who shall constitute a ward committee. Each meeting of the Board of Education shall be attended by a delegation from this committee, consisting of a representative from each ward. Committees two, three, four, five and six shall each consist of twenty-one members. The committee on "Industrial Education" is to be subdivided into a committee on manual training and art, cooking and sewing.

The regular meeting of the association shall be held every third Thursday evening of the month; the annual meeting to be held in January.

The closing by-law prescribes the way in which amendments shall be adopted.

Anson S. Allen moved the adoption of the by-laws and constitution, and his motion, seconded by W. F. Peck, was quickly adopted without even a remark of commendation or condemnation.

The election of officers was next in order, and resulted as follows:

President, Professor S. A. Lattimore.
Vice-presidents, Mrs. H. S. Greenleaf, Mrs. Joseph O'Connor, Martin Barron, Mrs. E. V. Stoddard, Mrs. H. B. Clark, Henry Michaels, Theodore Bacon, Dr. E. M. Moore, Sr.
Recording secretary, George D. Hale.
Corresponding secretary, Mrs. C. M. Curtis.
Treasurer, Dr. Porter Farley.

Professor Lattimore took the chair and thanked the committee and the organization for the honor conferred by his election. "I could not," said he, "think of accepting this position were it not for the character that is in this movement, and the belief that this organization will accomplish great good for the city."

—[illegible] work mapped out by the organization required the appointment of a large number of committees. At Captain Lomb's suggestion, lists prepared a year ago, for the purpose of obtaining signatures to the membership roll, were distributed to the members present. Captain Lomb also [illegible] that as the committee [illegible] would [illegible] to be present at each meeting of the Board of Education could not be appointed before another week, a special committee should be designated to attend the first meeting of the new board. On Captain Lomb's motion such committee was appointed as follows.

First ward—Mrs. L. C. Smith, Mrs. Dr. Mallory.
Second ward—
Third ward—Robert Mathews, William F. Peck, Mrs. C. E. Fitch, S. B. Roby, Mrs. W. E. Hoyt.
Fourth ward—Mrs. William Eastwood, Mrs. George T. Parker.
Fifth ward—Mrs. Emil Kuichling, S. M. Benjamin.
Sixth ward—Captain Lomb, Dr. C. S. Starr.
Seventh ward—A. C. Allen, Mrs. A. C. Allen, Mrs. Leo Stein.
Eighth ward—D. Armstrong, Mrs. A. C. Barton.
Ninth ward—Mrs. Joseph O'Connor.
Tenth ward—Professor H. L. Fairchild, Mrs. Margaret Morton, Mrs. H. M. Miller, Mrs. W. C. Gannett, Mrs. Blackall.
Eleventh ward—
Twelfth ward—Miss Mary A. Farley.
Thirteenth ward—
Fourteenth ward—J. George Cramer.
Fifteenth ward—
Sixteenth ward—Mrs. F. G. Newell, Mrs. Joseph E. Bloss, Mrs. J. T. Alling, Marcus Michaels.

After the business was completed, the meeting was turned into a sort of "experience meeting." Dr. E. M. Moore, Sr., was the first to speak. He said he was coming to be regarded as the patriarch of the medical profession of Western New York, and though he was not entirely satisfied with the progress which had been made in educational reform, he felt that something had been accomplished. "This movement," said he, "is still and quiet, but it lies at the very heart of all republican institutions. Corruption in politics, I have come to believe, comes from the neglect of the citizen to do his duty. What if a business man should treat his agent as we are too often guilty of treating our office holders. We appoint a man to office and we let him go on henceforth, never questioning him as to how he is conducting his duties."

Dr. Moore spoke of the hopeful outlook of the organization. "I have a chronic apprehension," said he, "of the luke warmness of the organization. If this can be kept off we shall realize even more than we now hope for. You all remember how the 'Tweed Ring' was routed by the citizens' committee, but it was succeeded by the Kellys and the Flacks. If that citizens' committee had been kept up such a disgraceful reign of terror as New York has witnessed would never have existed."

The standing committees will probably be announced by Professor Lattimore some time next week. Nearly all those in attendance last evening paid the initiation fee and became members of the association.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 8, 1890.

The report of the Chamber of Commerce special committee on water supply, which is published in the local columns this morning, speaking plainly and to the point. It declares in positive language *against* the all-gravity conduit, and the members of the committee evidently intend to take every precaution to prevent the possible use of that system.—[Rochester Democrat.

Capt. Jack Bunsby is evidently on deck again!

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 9, 1890.

COMMON COUNCIL MEETING

IMPORTANT BUSINESS TRANSACTED BY THE ALDERMEN LAST EVENING.

Consideration of the Additional Water Supply and Metering Questions—Ald. Thayer's Unexpected Resignation Laid on the Table—Many Ordinances Adopted.

At the first regular meeting of the Common Council last evening all the members were present except Ald. Selye. The first business of importance was the consideration of the report of the special committee appointed to consider the water meter question, as follows:

ROCHESTER, April 8, 1890.

To the Honorable the Common Council:

GENTLEMEN: Your special committee appointed to consider the recommendation of the joint committee in relation to the immediate purchase and application of 10,000 water meters at an expense not to exceed $150,000, would respectfully report as follows:

We have carefully discussed and considered the said recommendation and herewith present the following considerations and conclusions:

If so large a sum as $150,000 is immediately provided for the purchase and setting of water meters, said amount must be added to the tax levy for the current year. There will be some other large and unusual amounts which will also be required to be raised, which will swell the tax levy to such large proportions as to be oppressive to the taxpayers if said amount of $150,000 is also added.

The majority of your committee also believe that while a liberal, judicious and prompt application of meters to our water system is desirable, yet that our present facilities are too small for placing 10,000 in a single year.

We also believe that as a great majority of large services are already metered, that no such immediate and large saving in water can be secured by the application of 10,000 meters at once as will warrant the oppressions of the taxpayers or prevent the necessity of an additional water works conduit, and that the natural yearly appreciation in population and consequent number of water consumers will absorb all the saving resulting by by the application of meters.

We are informed and believe that the recent action by the Executive Board in the readjustment of water rates will result in an increase in the revenue of the water department to the extent of at least $50,000 per year, and that after paying all interest charges therefrom, there will remain an unexpended [illegible] for the purchase and setting [illegible] during the coming year.

We therefore respectfully recommend the adoption of the following resolution.

Respectfully submitted,
J. MILLER KELLY,
H. G. THAYER,
Committee.

Resolved, That the Executive Board be and it is hereby authorized and recommended to procure and [illegible] water meters during the coming fiscal year to an extent not to exceed $30,000 under the advice of the Finance Committee of the Common Council and the Chief Engineer of Water Works, and to pay the cost thereof from the revenue received for water rents in excess of the other regular charter charges on said fund; also,

Resolved, That it be recommended to said Executive Board to cause an accurate account to be kept of all the charges connected with the purchase, setting and management of each of said meters, to the end that a reliable record may be obtained of such cost, cost of setting, cost of management and durability of said meters.

Ald. Kelly moved that the resolution lay upon the table until the next regular meeting.

Action on the resolution was postponed until the next regular meeting.

Overseer Ritzenthaler reported that the poor department had relieved 668 families during March at a net cost to the city of $2,514.20.

The following first ordinances were adopted: Exchange street railroad bridge approach grading, $4,000; Fairmount street pipe sewer, $900; Lake avenue vulcanite improvement, $44,600; Lake avenue Trinidad improvement, $44,600; Lake avenue Medina block stone improvement, $54,500; Lake avenue Medina stone improvement, $36,000; Frankfort street grading, $890; West avenue sweeping, $1,300; Gorham street sweeping, $173; Hand stret sweeping, $87; Oriole street plank walk, $560; Oriole street pipe sewer, $3,300.

Final ordinances were disposed of as follows: Lake avenue sweeping, adopted; South Clinton street sweeping, postponed two weeks; Frank street sweeping, postponed two weeks; Brown square cement walk, indefinitely postponed; Champion street plank walk, adopted; Van Auken place plank walk, postponed two weeks for amendment; Smith street sewer, section 2, adopted; Spring street pipe sewer, adopted; Cortland street pipe sewer, adopted; Spring street asphalt improvement, adopted; North Union street Medina stone pavement, adopted; North Union street asphalt, indefinitely postponed; Elm park pipe sewer, postponed two weeks; Connor park sewer, postponed two weeks; Emerson and Sherman streets pipe sewer, adopted; Plymouth avenue, Cottage and Mansion streets sewer, adopted; Flint street sewer and grading, adopted; Elm park Macadam improvement, postponed two weeks; Harris avenue cement walk, postponed two weeks.

The petition published in yesterday's UNION, asking the Council to decide at once on an all-gravity conduit, was presented by Ald. Kelly. It was signed by about thirty prominent citizens and business firms. The following resolution was adopted on Ald. Kelly's motion:

Whereas, There has been an act introduced into, and is now pending in the Legislature of this State, by the direction of this Common Council, granting to it authority to raise money for an additional water supply, being the same bill which was introduced during the session of the Legislature of 1889 and which met with the commendation of citizens generally at that time; and,

Whereas, Certain citizens are of the opinion that said bill should be so amended as to designate and definitely fix the plan for such additional water supply before its passage; and,

Whereas, Other citizens are of opinion that the bill should pass purely as a financial measure, leaving all vexed questions as regards the plan to be settled by the Common Council, after such further examinations, surveys, borings and the receipt of such further expert advice as may be deemed advisable, previous to the issuing of bonds under said act; and,

Whereas, it is admitted that an enabling act should be passed at the earliest possible moment, and this inharmony of opinion, if continued, is liable to delay or entirely prevent the passage of any act at this session of the Legislature, owing to the nearness of the date fixed for the final adjourning of that body; therefore,

Resolved, That the honorable Senator and member of Assembly from this district be, and they hereby are, severally, respectfully requested to urge forward the said bill in both houses of the Legislature, without any amendment, unless further and other direction be given by the Common Council; and it is further

Resolved, That a committee, to consist of five members of this Council, be appointed by the president, whose duty it shall be to meet for the purpose of obtaining the opinions and listening to the arguments of any and all citizens on the aforesaid subject and to report to this Council its conclusions in relation thereto at the earliest moment, to the end that harmony of action may be secured in relation to said bill, if possible, and that the Common Council may take such further action as it may deem advisable.

There was genuine surprise when Ald. Thayer arose and handed in his resignation as alderman, as follows:

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN—I have, for some months, contemplated handing in my resignation as alderman of the Sixteenth ward, and intended to have done so prior to the annual election of city officers, but unfortunate circumstances connected with the finances of the city, with which you are all familiar, made it incompatible with my duties and with my sense of honor to withdraw from my responsible position as chairman of the finance committee under such conditions as then existed; hence I have deferred it until a proper adjustment of the financial department could be reached, as has now been done by the full installment into office of the new city treasurer, whose receipt I hold for funds and securities belonging to his office.

I now feel at liberty to withdraw from your honorable body, and, in duty to myself and others who have legitimate claims upon my time and services, which, in connection with my somewhat arduous duties as alderman, have become more of a load than I am able to carry, without overtaxing my powers of endurance, or neglecting official or business obligations, I hereby present my resignation.

In doing so I have none but the kindest feelings and best wishes towards my associates in office and thanks for your uniform courtesy as well as for the important trusts with which you have from time to time honored me; and I trust that my successor in office may find the same courteous treatment at your hands and the same generous support on the part of his constituents that have been accorded to me. Very respectfully,
H. G. THAYER.

As soon as the resignation was read Ald. Kelly arose and moved to table the resignation until the next meeting. At the same time the alderman paid a high tribute to the faithful services of Ald. Thayer, on whom, he said, has probably rested more responsibility than on any other member of the board. "I know how sincere he is in announcing his resignation," said Ald. Kelly, "but I will make the motion with the hope that before the next meeting he can so arrange his duties that he may continue to hold the position which he has filled with so much ability."

Ald. Thayer returned thanks for these kind remarks, but said he took this step [illegible] seconded the motion to lay the resignation on the table, and the resolution was adopted unanimously.

The aldermen were invited to attend the exercises to be held this evening in honor of the twenty-fifth anniversary of the surrender of Lee at Appomattox. The invitation was accepted, as was also an invitation to attend the opening of the Standard brewery last evening.

WATER SUPPLY.

Aldermanic Committee to Hold a Public Meeting Next Monday.

President Tracy of the Common Council has appointed the following committee to consider the plans for the proposed new water conduit, according to the resolution adopted by the aldermen last evening: Aldermen Kelly, McMillan, Fee, Lempert and Cleveland. At 4 p. m. Monday the committee will hold an open meeting in the Common Council Chamber, to which all citizens are cordially invited to come and express their views. The Chamber of Commerce has asked the Council to decide at once on an all gravity conduit and they will undoubtedly be represented in the arguments before the committee. It is also possible that Chief Engineer Tubbs will have something to say on the subject.

APRIL 10, 1890.

ROCHESTER MORNING HERALD

THE CONDUIT BILL.

Among the resolutions on the water question introduced in the common council Tuesday evening appears the following, a portion of which we put in italics:

Resolved, That the honorable senator and member of assembly from this district be and they hereby are severally *respectfully requested* to urge forward the said bill, [providing for bonding the city for a new conduit] in both houses of the legislature, *without any amendment, unless further direction be given by the common council.*

We hope that our representatives at Albany will give careful attention to any matter that they may by the common council be "respectfully requested" to examine; and we hope for the sake of their own self-respect and for the best interests of the city that they will show no favor, but will, on the contrary, resent any "direction" they may receive from the body named. The common council should be taught by the assemblyman and senator from this district that it has no greater authority at Albany over measures affecting our municipality than any other body of citizens has.

Respecting the merits of the Kelly resolutions, we have this to say: Should the "honorable senator and member of assembly" be governed by them they would run counter to the wishes of the great body of our citizens. Whatever the resolutions may recite about a division of sentiment on the question of an "all gravity system" for the new conduit it is notorious, and it is just as well known to Alderman Kelly as it is to any other close observer, that the great body of sentiment in this city regards with astonishment and indignation the proposition to pump the water of Hemlock lake down hill to Rochester. Such a suggestion would never find favor for a moment outside of a very small number of citizens who, by personal or political influence, had been brought to sanction it.

It now appears that professional pride, political chicane and official hunger for patronage will be responsible for another defeat of the conduit bill. Rochester, as we have frequently been warned, is living on the verge of a water famine. We have no doubt that it is so and if the actual famine should occur the persons who, for ulterior purposes and defiant of the public welfare, prevented by prescribing an unreasonable policy the building of the proposed conduit will be held responsible. There is no question as to the feasibility of the all-gravity plan. The best engineers in the country have pronounced in its favor and it commends itself as well to the common-sense of the public. It is to be hoped that if other citizens as individuals or in a body go to Albany and request the senator and assemblyman from this district to change the bill now there so that it shall prescribe an all-gravity system, they will not be informed that the common council of Rochester has issued orders to the effect that the measure referred to shall not be meddled with.

LEE'S SURRENDER.

HOW THE ANNIVERSARY WAS OBSERVED.

Guns Fired and Flags Displayed—The Parade in the Evening and the Meeting at the City Hall—Addresses.

The twenty-fifth anniversary of the surrender of Lee at Appomattox was observed with appropriate ceremonies in this city yesterday. At noon a salute of 25 guns was fired on the aqueduct. Flags were generally displayed during the day, in accordance with Mayor Carroll's request. But the main celebration was in the evening when there was a parade and a mass meeting at the City hall. Mayor Carroll and Colonel J. P. Cleary met Colonel R. F. Smiley, the speaker of the evening, at the Whitcomb house and here the several companies fell into line and marched to the hall. There were no carriages in the procession, and the new mayor, the Missouri orator and Colonel Cleary marched down Main street together at the head of the Veteran brigade. The line of march was made up as follows:

Independent martial band, 8 men.
Rochester light infantry, 24 men; Captain D. H. Westbury, jr., commanding.
O'Rorke post drill corps, 30 men; Captain P. C. Fleming, commanding.
Mayor Carroll, Colonel Smiley and other citizens.
Veteran brigade, 40 men; Colonel J. P. Cleary, commanding.
Veteran legion, 38 men; Captain F. S. Osburn, commanding.

The veterans attracted much attention on the street and all the companies made a creditable appearance.

Shortly after eight o'clock the members of the various organizations filed into the hall and took the seats allotted to them. The house was already half filled. A number of the veterans and others occupied chairs on the platform. The assemblage was called to order by Colonel J. P. Cleary who, in a few appropriate words, named William Carroll, "the newly elected mayor of Rochester," for chairman. B. S. Underhill was chosen secretary. Mayor Carroll came forward and was greeted with applause. He said, in substance:

"Veterans, you that stood in the battle, young cadets of Rochester, civilians and ladies, I bid you welcome here this evening. You will hear to-night words which will recall to you the memories of events which you will remember to your dying hour. We will have the pleasure of listening to the eloquent words of Colonel R. Finley Smiley, whom I have the pleasure of introducing to you."

Colonel Smiley was warmly welcomed as he came forward to speak and his whole address was punctuated with applause. The wind shook the windows of the hall, but the colonel merely observed that the rattle of the windows was not nearly as dangerous as was the rattle of the musketry from 1861 to 1865 and pitched his voice a little higher. He sketched the opening events of the war and carried its history down to the final surrender at Appomattox. He paid a high tribute to the magnanimity of Grant and eulogized the Federal soldier and the American flag. He spoke of the fidelity of Irishmen and Germans to their adopted country and denounced all northerners who are opposed to increased pensions. He said he was in favor of unlocking the treasury of the United States and relieving the wants of all needy soldiers.

He spoke of the appointment of Mosby and Longstreet to responsible foreign positions, acts which he strongly deprecated. Colonel Smiley appealed to all present to "be loyal to God, to government and to the American flag." It was the duty of every one, he said, to inculcate loyalty in the hearts of the people.

At one point in the address while Colonel Smiley was telling a story, an inebriated individual created a disturbance in one corner of the hall. He was quickly ejected by Officer Connolly and the speaker continued. Addressing the young men in the audience, he held up the old soldiers as an example to them. Passing to another subject he complimented Mayor Carroll upon his attitude regarding the enforcement of the Sunday laws. He closed with a pen picture of the horrors of war and expressed the hope that the country might never again be drenched in blood.

The secretary, B. S. Underhill, then read the following resolutions, which were unanimously adopted:

Resolved, That we the citizens of Rochester rejoice in the benign blessings of peace and union and have the warmest and most brotherly love for every loyal citizen of our common country.

Resolved, That the ties broken by the late war are welded anew, never again to be severed and that our best wishes are extended to the people of the south for whom we bespeak the utmost prosperity.

Resolved, That the thanks of this audience are hereby extended to Colonel R. Finley Smiley for his eloquent address, his superb patriotism and unflinching defence of the federal soldier and the flag.

The meeting then adjourned with cheers for Colonel Smiley, Colonel Cleary and the mayor.

OFF FOR ALBANY.

MESSRS. TUBBS, CUTLER AND OTHERS DEPART.

The "Pump Men" and "Gravity-ites" to Appear Before an Assembly Committee To-Day—Millers Who Want to Beat the Bill.

The seat of the war between the all-gravity men and the advocates of the pumping system has been changed from Rochester to Albany. A battle, which is likely to prove to be the final one in this year's campaign, will be fought out before the assembly committee on cities this afternoon. Neither side will lack for able advocates and if the enabling act fails altogether, through the sharpness of the strife, it will cause no surprise to those familiar with the progress of the water supply agitation.

At noon yesterday Secretary McClintock of the chamber of commerce received a telegraphic dispatch from Senator McNaughton, which stated that representatives of the Hemeoye millers were to argue against the Rochester water bill before the assembly committee on cities to-day. The senator stated that some one should appear at this argument in behalf of Rochester. Immediately after the receipt of this dispatch a meeting of the executive committed of the chamber of commerce was called. It was held at four o'clock, with L. P. Ross, John Fahy, J. G. Cutler, T. B. Griffith, George C. Buell, A. S. Hamilton and Frank J. Amsden in attendance. D. W. Powers and J. Moreau Smith were also present by invitation.

After a full discussion of the situation a resolution was adopted that a committee should go to Albany to appear before the assembly committee and express the views of the chamber as set forth by the board of trustees in its resolutions adopted on Monday evening. An amendment to the enabling act will be requested explicitly requiring that the additional water supply shall be obtained by an all-gravity line preventing any necessity for a pumping system. Another amendment will be urged providing that the bonds to be issued shall be non-taxable. These bonds are to run 20 years at a rate of interest not exceeding 3 per cent. The following committee was named to go to Albany: James G. Cutler, James E. Booth, George C. Buell, Henry Michaels, L. P. Ross, D. W. Powers, William C. Barry, Henry B. Hathaway and Secretary J. Y. McClintock. The executive committee then adjourned.

A joint meeting of the standing committee on legislation and the special water supply committee, which had been previously called, was then held. Messrs. J. G. Cutler, James E. Booth and Clinton Rogers represented the water supply committee and Messrs. George C. Buell, George F. Roth, F. M. McFarlin, Henry Michaels and James A. Hinds the legislation committee. This meeting indorsed the action of the executive committee. The following letter from Senator McNaughton was read, in reply to the committee's request for an all-gravity amendment:

ALBANY, April 8, 1890.

Mr. W. H. Gorsline and others, special committee, chamber of commerce:

GENTLEMEN—Your favor of the 4th instant received. The bill as introduced came from the clerk of the common council and I expect the city attorney here to-morrow and will call his attention to the matter. It would be better that the bill should be agreed to by both the common council and your body, if it is to pass this year. Otherwise there would probably be a hitch in the assembly. I will write you more fully in regard to this to-morrow.

Yours truly,
DONALD MCNAUGHTON.

No further business was transacted at this meeting.

City Attorney Ernst and Assistant City Attorney Hone are already at the state capital. The Cincinnati express, which leaves this city at 11:25 P. M., carried quite a delegation last night. Messrs. Cutler and McClintock formed the advance guard of the chamber of commerce delegation and Chief Engineer J. Nelson Tubbs and Julius Armbruster departed to look out for the interests of the pumping project. Mr. Tubbs met Mr. Cutler and Secretary McClintock at the sleeping car window and exchanged friendly greetings with them. He said to a HERALD reporter, with a shrewd twinkle in his eye, that he expected there might be some fun at Albany this afternoon, an opinion which was doubtless shared by the men who will oppose his plan. The Honeoye millers will ask the committee to report an amendment to the enabling act preventing Rochester from getting its new water supply from Hemlock lake at all. It is safe to say that both "pump men" and "gravityites" will present a solid phalanx against this demand of the millers. Messrs. Ross, Buell, Booth and probably other chamber of commerce representatives will go this morning.

The new common council committee appointed to confer with citizens regarding the water conduit announces that it will hold a public meeting in the common council chamber at four o'clock next Monday afternoon. Its members are Aldermen Kelly, McMillan, Fee, Lempert and Cleveland. An opportunity will be given all citizens to express their views. It is said that Chief Engineer Tubbs may speak.

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APRIL 10, 1890.

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COMMON COUNCIL TACTICS.

The evasions and ambiguous utterances of the aldermen in their treatment of the water supply question may justly be regarded with suspicion, and the formal action taken by the council at its last meeting gives marked significance to the following portion of the report submitted by the Chamber of Commerce special committee on water supply:

The work of your committee jointly with that of the original aldermanic committee, assisted by two eminent engineers employed at an expense of $5,000, and involving a large investment of time and effort, established beyond successful question the undesirability of proceeding in the matter of securing additional water, under the advice of the present engineer; and as we fear that unless the all-gravity plan, pronounced by the experts to be the cheapest and the best, is prescribed in the enabling act, its passage may be endangered by the active objection of influential citizens, exasperated by the persistent attempt to force a visionary and unsound plan, supported only by the advocacy of its author, upon a community already overburdened with expenses, some of which have been incurred in the same way. Your committee urges upon you the importance of procuring additional supplies of water, the need of securing a suitable enabling act from the present Legislature, and recommends as one means of obtaining the acquiescence of the taxpayers to the proposed expenditure, the removal of all possibility of unwise and unnecessary outlay for pumps and pumping, by inserting in the act a clause stating explicitly that the supply shall "only be obtained by the construction of an all-gravity conduit from Hemlock Lake."

A petition, signed by prominent citizens and business men, asking for an amendment to the bill now before the Legislature, which should specifically prescribe the all-gravity plan in the enabling act, was presented to the Council Tuesday night, but it received scant consideration. With labored explanations which did not explain, the aldermen refused to act upon the suggestion, and then adopted a resolution urging the senator and member of Assembly from this district to urge the passage of the water supply bill in its present form.

The position taken by the Chamber of Commerce in this matter seems to us sound. It is fortified by facts and figures which are unanswerable, and there is no doubt that it represents the prevailing sentiment of the people. Why the Common Council should be reluctant to commit itself to the all-gravity plan can only be conjectured, but the reluctance evidently exists, with all the possibilities suggested by the passage of the bill in its original form.

This question of water supply is one of vital importance to the citizens of Rochester and every step taken in this matter by the Common Council, should be scrutinized with the greatest care. No one will question for a moment the ability or the disinterestedness of the Chamber of Commerce in all that it may do, but the Democratic Common Council is a political body, with a reputation not entirely above reproach.

TO APPEAR AT ALBANY.

Delegates From the Chamber of Commerce Will Urge an All-Gravity Line.

A delegation from the Chamber of Commerce will leave this morning to appear before the Assembly committee on cities at Albany in support of the all-gravity system of water supply for Rochester. This was decided upon at a special meeting of the executive committee yesterday afternoon which was called upon receipt of a dispatch from Senator McNaughton stating that representatives of the Honeoye millers were to appear to-day before the Assembly committee in opposition to the proposed bill.

L. P. Ross, John Fahy, J. G. Cutler, T. B. Griffith, George C. Buell, A. S. Hamilton and J. F. Amsden were present at the meeting. They endorsed the views expressed by the Board of Trustees, asking that the bill proposed by the Common Council be amended so as to require an all-gravity line, and that the bonds to be issued under the bill be made non-taxable, bearing interest not to exceed 3 per cent., and payable within twenty years. The following letter from Senator McNaughton, written on Tuesday, was also read:

"*W. H. Gorsline and Others, Special Committee Chamber of Commerce.*

"GENTLEMEN: Your favor of the 4th inst. received. The bill as introduced came from the clerk of the Common Council, and I expect the city attorney here to-morrow and will call his attention to the matter. It would be better that the bill should be agreed to by both the Common Council and your body, if it is to pass this year, otherwise there would probably be a hitch in the Assembly."

The members of the Albany delegation George C. Buell, [illegible] Ross, D. W. Powers, W. C. Barry, H. B. Hathaway and Secretary McClintock.

The committee on legislation and the special committee on water supply also held a joint meeting yesterday [illegible] endorsed the action of the executive committee.

J. Nelson Tubbs and W. W. Barnard will also leave for Albany this morning.

A VETERAN GATHERING

The Anniversary of Lee's Surrender at Appomattox.

MOST FITTINGLY CELEBRATED

Twenty-five Guns for Twenty-five Years—Veterans on Parade—The Mass Meeting at the City Hall—The Resolutions Adopted.

Twenty-five years of peace and prosperity have not effaced the memory of Appomattox and the fall of the Confederacy from the minds of American citizens. Much less have the Northern soldiers whose endurance and bravery brought about the surrender forgotten the day. The celebration of Lee's surrender will always arouse feelings of enthusiasm and thankfulness in American hearts.

Yesterday was its twenty fifth anniversary and for the first time the day was formally recognized in Rochester. The personal memories of the elders and the historical knowledge of a generation born since the war were refreshed by a fitting celebration of the final suppression of the great rebellion.

Flags were displayed very generally throughout the city all day. At noon a salute of twenty-five guns fired from Court street bridge called public attention to the celebration. In the evening the veteran organizations and some of the younger military companies headed by a military band paraded through Main street. Later Colonel J. Finley Smiley addressed a mass meeting in the City Hall.

The parade formed at the Whitcomb House at 8 o'clock. About 150 men were in line. Brigade Commander J. P. Cleary had charge of the line of march. The Rochester Light Infantry and O'Rourke Post Drill Corps acted as escorts. The Independent Martial Band furnished music. The line of march was from the Whitcomb House to the City Hall. The order of parade was as follows:

Independent Martial Band, 8 men.
Rochester Light Infantry, Captain D. H. Westbury, Jr., commanding, 24 men.
O'Rorke Post Drill Corps, Captain D. C. Fleming, commanding, 30 men.
Veteran Brigade commander and staff, Mayor Carroll and Colonel Smiley.
Veteran Brigade, 40 men.
Veteran Legion, Colonel Osburn, commanding, 38 men.

When the procession reached the hall it was half filled with people. Before the meeting opened there were 800 present. The platform was occupied by the speaker of the evening, the officers of the meeting and fifteen or twenty G. A. R. men and other citizens. Chief of Police Cleary called the meeting to order. He proposed Mayor Carroll as chairman. The mayor made a short address in response to the applause which greeted him. He said: "War-worn veterans who have withstood the brunt of battle, and you of the younger organizations, I congratulate you on the celebration which you have arranged. It is well to remember the past. You will listen to-night to an orator who will refresh your memories and who will tell you the story of the war."

B. C. Underhill was made secretary and then the mayor introduced Colonel R. Finley Smiley, the orator of the evening.

Colonel Smiley said he supposed everybody was aware that the war closed twenty-five years ago at 2 o'clock in the afternoon. "That war," said he, "was put down by the people of this country without reference to political party, sect or creed. I speak here to-night as the representative of no political party, but in the interests of the American home, the American flag which protects us all and the Federal soldier.

"The grandest men and the greatest men of this country faced each other when General Grant and General Lee held their conference at Appomatox. Now let us all shake hands and publicly declare that we are one people and that our flag is one and that we will defend it against any foreign foe.

"Any man who will not defend the soldiers against unjust laws is a traitor. A government that will not support its soldiers and pay them for their services does not deserve a place on God's footstool. Every Federal soldier who reached the age of 50 years should be pensioned, and every soldier who is crippled should be raised above want."

Colonel Smiley spoke at great length and his remarks were received with applause by his audience.

The following resolutions were adopted at the close of the Colonel's address:

"*Resolved*—That we citizens of Rochester rejoice in the benign blessings of peace and union—and have the warmest and most brotherly love for every loyal citizen of our common country.

"*Resolved*—That the ties broken by the late war are welded—never again to be severed and that our best wishes are extended to the people of the *South* for whom we wish the utmost prosperity.

"*Resolved*—That the thanks of this audience are hereby extended to Colonel R. Finley Smiley for his eloquent address, his superb patriotism and his unflinching defense of the federal soldiers and the flag."

After the mass meeting Colonel Smiley, Mayor Carroll and Chief of Police Cleary visited the O'Rorke Post party at Maennerchor Hall. The Colonel made an address in which he paid the federal soldiers a tribute. He spoke highly of General Alger and prophesied that he would some day be President of the United States. The party which followed the speech was a very pleasant one. Dancing continued until after midnight.

CITIZEN'S CRITICISM

On the Proposed Amendments to the City Charter.

BAD ENGLISH AND WORSE LAW

Found by W. A. Sutherland in Senate Bill No. 487—Should the Common Council be Able to Fine the Executive Board?

The following is the text of the letter sent by W. A. Sutherland, of this city, to Senator Fassett concerning the proposed amendments to the city charter, which resulted in all the sections to which Mr. Sutherland objected being stricken out, except section 147, relating to the Executive Board:

247 POWERS BUILDING,
ROCHESTER, N. Y., April 5, 1890.

Hon. J. Sloat Fassett,

DEAR SIR: I am advised that at your suggestion action by the Senate committee on cities upon the Rochester charter amendments was postponed until Tuesday of next week. I am also asked to send you a memorandum, pointing out any changes that in my judgment ought to be made therein.

I am glad to comply with this request, as the proposed amendments comprise much bad English, and worse law.

All of line 13, in section 6, on page 5, of the Senate bill, after the word "city," and all of line 14, should be stricken out. The section in which these lines occur proposes to enlarge the powers of the Common Council. The objectionable words confer upon the Common Council power to abate nuisances, which power is already conferred upon the Board of Health, at lines 26 and 27, page 2. To confer upon any set of men the power "to require the summary removal from any street, lot or building of all nuisances or substances likely to become such," is of itself an arbitrary and extraordinary power. Clearly the Board of Health is more competent to judge of the necessity of such summary removal than the Common Council, and less likely to make the power an instrument of oppression to the citizen.

The sentence commencing with the word "pawnbrokers," in line 21, page 8, is certainly unintelligible. The requirement is that pawnbrokers and others shall give a bond, "conditioned by the license of the observance of all ordinances," etc. The line would be intelligible if it read, "conditioned for the observance by the licensee of all ordinances," etc.

The words "or the president of such Common Council," in lines 5 and 6 of section 30 of the same page, should be stricken out. The proposed amendment authorizes the mayor or the president of said Common Council to prescribe or designate persons to whom licenses may be issued for the giving of shows and public entertainments of all varieties. The president of the Common Council is the mayor of the city during the absence or inability of the mayor to act as such. These words are not needed in the amendment, unless it is proposed to clothe the president of the Common Council with power co-extensive with that of the mayor. In times past, the mayor of this city has prevented the public exhibition of a sport sometimes called prize fighting, against the vigorous objection of certain Rochester "toughs." Whether the president of the Common Council, if he had had the power, would have over-ruled the mayor, I do not know; but the mayor is elected by the people, and is responsible to the people for his acts. It is safer to trust him, than to trust one who is elected into the Common Council by the vote of a single ward, (and made president of that body by the votes of a majority of his political associates.)

All of the italicized words in lines thirteen and fourteen, on page 11, should be stricken out. The proposed amendment seems to be an attempt to give the Common Council power to postpone its action upon a veto by the mayor. Speaking of the mayor's vetoes, the words before the italics are: "and the Common Council shall at its next meeting thereafter;" then occur the objectionable words, "or at such time which may be designated by it, proceed to consider such veto." Later on in the section, the provisions thereof are made applicable to the proceedings of the Board of Education. Substituting the word "as" for the word "which" in the objectionable amendment, the purpose is plain, to authorize the Common Council and the Board of Education to postpone consideration of matters vetoed by the mayor, until such time as may suit their convenience to consider them. In times past, there have been many and sharp collisions between the mayor and the Common Council. The mayor has frequently vetoed ordinances and other acts of the Common Council. His vetoes have frequently been over-ruled. On one occasion especially, the mayor's veto was so evidently righteous and just, involving a matter of upwards of two thousand dollars to the city treasury, that the Common Council apparently did not dare to face the music while the subject was fresh in the public mind, and action on the veto was arbitrarily postponed several months. This conduct I understand the city attorney has held to be illegal, hence the amendment. The incoming mayor of the city is in political harmony with the Common Council. His vetoes therefore will not be expected, except as to matters in which he believes the Common Council to be thoroughly wrong. The Common Council should not be permitted to postpone action in such an important emergency until the people shall forget the veto.

The first word "while," in line 20 on page 12, should be stricken out and the word "although" written in place thereof. The change is necessary in order to correct the English of the proposed amendment.

The sentence on page 14, commencing at line 36, and ending with line 43, is absolutely unintelligible. By changing the word "which" in line 40 to the word "said," and changing the singular "continues," to the plural "continue," in line 42, the sentence will seem to have some meaning.

The proposed amendment to section 147, [illegible] seems to me very objectionable. Section 148 of the charter fixes the salary of the members of the Executive Board. Until 1882 the salary was $2,000 per annum each. By chapter 234 [illegible] of 1882, the Common Council [illegible] power to increase that salary to $2,500. The amendment now proposed authorizes the Common Council to fix the salary at any figure between $2,000 and $3,500. There is entire propriety in allowing the Common Council to fix the salary of its own clerk, and of the city attorney, and of any other subordinate officials; but under the Rochester charter the Executive Board is clearly designed to be independent of coercion by any other branch of the government. The Executive Board controls the streets, the water-works, and the fire department of our city government. It controls by far the largest part of the public patronage of the city. The amount of this patronage is quite likely to be materially increased during the next few years. The necessity for an increased water supply, and for a great trunk sewer seems to be imminent, in which case a large number of men will be employed under the direction of the Executive Board. The complexion of our Common Council for years past has been such as to give our tax payers no wish to see the Common Council reach into these matters. If the salary of the members of the Executive Board ought to be more than $2,500, very well, but let it be a fixed rate. The interests of the tax-payers will be quite as well served if the Common Council should not have power to ask for a share of the patronage at the disposal of the Executive Board, as the price for fixing the salary of the members of that board. During the coming year the Executive Board and the Common Council will both be Democratic, but the objection now raised was made last year, although the Common Council being Democratic, the Executive Board was Republican. I am therefore not so much moved to this objection by political considerations as by considerations affecting every taxpayer of the city.

All of proposed section 54, on page 56, should be stricken out. The Code of Procedure now requires that in any action brought to recover a penalty, the summons must be endorsed with a reference to the particular statute, or other provision of law, giving such penalty. The object of this requirement is to give the defendant definite and accurate information as to the exact act with which he is charged. The proposed amendment sweeps away this very salutary provision as to all penalties of forfeitures given by any ordinance, rule or regulation passed or adopted by the Common Council or executive board, or any of the penalties or forfeitures provided by the charter of the city. No purpose can be served by the proposed amendment except to save the city attorney from the trouble of looking up the particular ordinance, rule or regulation under or pursuant to which he is about to bring his action for a penalty of forfeiture. But this favor to the prosecuting attorney is hardly a valid reason for depriving the defendant of exact and definite information respecting the charges against him, which is provided for him in all other actions for penalties or forfeitures.

The proposed addition to section 206, found on page 62, should be striken out. A tax in the first instance is like a judgment against an individual. It is enforcable out of his personal property. For failure to pay a tax, the real property of the person taxed may be sold. It is proposed by the amendment to make it unnecessary for the assessors to insert the name of the rightful owner of real estate in the assessment rolls. Under the proposed amendment, taxes might be levied and collected out of the property of a citizen without his ever knowing, or having the means of knowing, that he had a tax to pay.

The foregoing are all the suggestions which occur to me respecting the proposed charter amendments. I believe the bill should be corrected in each of the particulars named. In some instances the corrections should be made in the interests of good government, in others to save us the mortification of having the language of our charter a matter of ridicule among the boys and girls of our public schools.

Very respectfully yours,
W. A. SUTHERLAND.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 11, 1890.

THE CONDUIT BILL.

Hearing before the Committee on the Measure at Albany Yesterday.

Special Dispatch to the Union and Advertiser.

ALBANY, April 11.—It has frequently been remarked by close observers of legislation that committee hearings were a humbug and that arguments however sound had very little to do with the fate of a measure. That this is true was proved by the result of the discussion on the conduit bill before the Assembly Cities Committee yesterday afternoon. President Ross, Vice-president Cutler, Secretary McClintock, Henry Michaels and J. E. Booth, representing the Chamber of Commerce, were present to advocate the all-gravity system. Chief Engineer Tubbs, City Attorney Ernst and Commissioner Armbruster of the Executive Board, represented the city. W. K. Hunt, C. A. Shuart and Vallance Hamilton represented the Honeoye millers. The debate was mixed, so to speak. Mr. Hunt started in with the old argument that the city of Rochester could not constitutionally sell or give water for any purpose excepting for household use, and reiterated the tale about the ruin to the Honeoye valley, resulting from the construction of the water works.

City Attorney Ernst suggested that the bill as introduced said nothing about any system; it simply allowed the issue of bonds to construct a conduit. This did not worry Brother Hunt in the least. He kept on talking, or rather reading, a lot of [illegible]

[illegible] Mr. [illegible] tion that the matters [illegible] talking about would soon be adjudicated in the courts. The Honeoye representative replied that if certain amendments were introduced he would withdraw his opposition. The amendments are:

In line 5, section 1, after the word "the" insert the following words, "public use of the."

2. At the end of section 1, add the following words:

"Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the City of Rochester, until the public needs of the inhabitants of said city require an additional supply."

Sec. 2. The city of Rochester in consideration of the privileges of taking fifteen million gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of passage of this act acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock lake, known as the Hoppough mill property.

Vice President Cutler asked that the words "only by what is known as gravity system" be added to section one. He detailed the action of the august body which he represented and stated that his heart's desire was to prevent water from being pumped down hill.

Chief Engineer Tubbs detailed the proceedings thus far and explained his plan. He characterized the talk about pumping water down hill as clap trap and criticized the system favored by the experts. He said Rochester proposed to get water from the most available point and asked that the Legislature should not tie the city up so that the best plan could not be followed. J. E. Booth made an argument in favor of the all-gravity plan, which was the only logical statement on that side.

During the debate the few members of the committee who were present paid but little, if any, attention. Chairman Andrus asked several pertinent questions, and was the only one of the lot who had an intelligent idea of the subject. In the end he was overruled and voted down.

Hon. Walter S. Hubbell, having nothing better to do, busied himself "working" his old friend, Hon. Hamilton Fish. Mr. Fish did not hear any of the argument, but he is always ready to oblige a friend, especially if that friend is a reformer. So when the time came he called on the combination and the all-gravity amendment was adopted against Mr. Andrus's objection. Of course Gibbs, the angel, and the other member of the triangle, Mr. White, voted with Mr. Fish.

Not a single member of the Cities Committee who voted to adopt the McClintock plan pretended to know anything about it, except that Mr. Fish wanted it. So much for arguments.

ROCHESTER MORNING HERALD
APRIL 11, 1890.

ALL-GRAVITY.

VICTORY FOR THE CHAMBER OF COMMERCE.

Hearing on the Rochester Water-works Bill before the Cities Committee at Albany—Honeoye Millers' Claims.

Special dispatch to the Morning Herald.

ALBANY, April 10.—President Ross, Vice-President Cutler, Secretary McClintock, George C. Buell and other members of the chamber of commerce were here to-day to insist upon the all-gravity plan for the water conduit. J. Nelson Tubbs and Commissioner Armbruster of the executive board were here to favor the McNaughton and Courtney bill as it was introduced. Ballance Hamilton, W. R. Hunt and C. A. Shuart of Honeoye Falls were here to oppose the bill, to bring it about that water shall not be taken from Hemlock lake. The hearing was before the assembly committee on cities.

The following were also here: F. F. Booth, Henry Michaels and ex-Assemblyman Hubbell.

Mr. Hunt opposed the bill. Rochester had demanded the water of Hemlock lake and the right to use, it was given by law of 1873. In 1878 the owners of 21 mill privileges brought their rights to the courts. He deemed the right of the city to use the water for manufacturing or any other purposes not allowed by the statutes. He quoted Benjamin F. Butler, Roger A. Pryor and other authorities to sustain his assertion.

The city is allowed to take a million gallons daily for public purposes, only, and the mill owners protest against any more water being taken from Hemlock lake. Out of the nine million gallons four millions are to-day used for manufacturing purposes. He presented these amendments:

First—In line 5, section 1, after the word "the" insert the following words, "public use of the."

Second—At the end of section 1 add the following words: "Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the city of Rochester until the public needs of the inhabitants of said city shall require an additional supply."

Mr. Cutler, for the chamber of commerce, asked for the insertion of the words "only by what is known as the gravity system."

He outlined the history of the report by the expert engineers and the subsequent proceedings by the common council and the chamber of commerce.

Chief Engineer Tubbs said he had sometime ago reported that the city was famishing for water. He denied that he wanted to pump the water down hill. The citizens who want to pump from lake Ontario have as much right to be heard as the men who want to limit the plan to the gravity system. He would gladly have experts join with him to decide upon the best plan.

Chairman Andrus—"Where will you go?"

Engineer Tubbs—"Most of the citizens say to Hemlock and Canadice lakes. The mills represented by Mr. Hunt get power from three other lakes than Hemlock. They have been well paid for damages in the past."

Mr. Hunt denied that the people of the Honeoye Valley were dishonest. They were as good as the people of Rochester.

Mr. Tubbs defended his new plan for avoiding the gravity system.

Mr. Hunt wished a furthur amendment which follows:

Section 2—The city of Rochester in consideration of the privilege of taking 15,000,000 gallons of water daily from Hemlock and Canadice lakes, shall within one within one year from the date of the passage of this act, acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock Lake, known as the Hoppough mill property.

He supported the amendment in a long speech, in which he declared that if the city took a part of the mill rights it ought to take them all.

Mr. Booth of the chamber of commerce said the chamber had reported in favor of the gravity system. Three fourths of the taxpayers wanted it. Another pumping house at Hemlock lake makes one more political machine.

Engineer Tubbs said that no engineer had estimated or approved the all-gravity system. The plan should be settled in Rochester.

Mr. Booth thought that the supply should come from Hemlock and Conesus lakes.

Mr. Stuart handed in a protest against taking more water from Hemlock lake, and also a certificate of physicians that the health of the people on the lake and in the valley would be impaired if the lake were drained any more.

The committee to-night reported the water bill with an amendment providing for the use of the gravity system.

The senate cities committee reported favorably the Rochester charter amendments, which were ordered printed.

Ex-Assemblyman Sheldon is here.
M.

April 11th '90

Democrat and Chronicle

EVERY Rochesterian who is interested in the prosperity of the city should bring what influence he has to bear in securing the all gravity amendment to the water supply enabling act now before the Legislature.

IT remains to be seen whether the people of Rochester or the Common Council carry the more influence with our Legislative representatives in Albany.

AN English grammar would be of invaluable assistance to the Common Council and its city attorney when they attempt to frame legislative bills.

IT would be interesting to know just how many of our aldermen are firmly committed to the theory that "Public office is a public snap."

IN the controversy in regard to the water supply enabling act, it seems to be the Democratic Common Council against the city.

IF the electors of the Sixteenth ward do their duty a Republican successor to Alderman Thayer will be chosen by a large majority.

IF Rochester were trying to send water to Hemlock Lake, perhaps it might be worth while to consider the pumping question seriously.

To pump or not to pump; that's the question. The noes have it by a large majority.

OBSERVE carefully the Common Council's jugglery of the water works question.

IT looks very much as if Mr. Sutherland were correct in his surmise that the Common Council is scheming to get a share of the patronage which would naturally fall to the Executive Board in the construction of a trunk sewer and a new water conduit.

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APRIL 10, 1890.

Democrat and Chronicle

Entered at the Post-Office at Rochester, N. Y., as Second Class Mail Matter.

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COMMON COUNCIL TACTICS.

The evasions and ambiguous utterances of the aldermen in their treatment of the water supply question may justly be regarded with suspicion, and the formal action taken by the council at its last meeting gives marked significance to the following portion of the report submitted by the Chamber of Commerce special committee on water supply:

The work of your committee jointly with that of the original aldermanic committee, assisted by two eminent engineers employed at an expense of $5,000, and involving a large investment of time and effort, established beyond successful question the undesirability of proceeding in the matter of securing additional water, under the advice of the present engineer; and as we fear that unless the all-gravity plan, pronounced by the experts to be the cheapest and the best, is prescribed in the enabling act, its passage may be endangered by the active objection of influential citizens, exasperated by the persistent attempt to force a visionary and unsound plan, supported only by the advocacy of its author, upon a community already overburdened with expenses, some of which have been incurred in the same way. Your committee urges upon you the importance of procuring additional supplies of water, the need of securing a suitable enabling act from the present Legislature, and recommends as one means of obtaining the acquiescence of the taxpayers to the proposed expenditure, the removal of all possibility of unwise and unnecessary outlay for pumps and pumping, by inserting in the act a clause stating explicitly that the supply shall "only be obtained by the construction of an all-gravity conduit from Hemlock Lake."

A petition, signed by prominent citizens and business men, asking for an amendment to the bill now before the Legislature, which should specifically prescribe the all-gravity plan in the enabling act, was presented to the Council Tuesday night, but it received scant consideration. With labored explanations which did not explain, the aldermen refused to act upon the suggestion, and then adopted a resolution urging the senator and member of Assembly from this district to urge the passage of the water supply bill in its present form.

The position taken by the Chamber of Commerce in this matter seems to us sound. It is fortified by facts and figures which are unanswerable, and there is no doubt that it represents the prevailing sentiment of the people. Why the Common Council should be reluctant to commit itself to the all-gravity plan can only be conjectured, but the reluctance evidently exists, with all the possibilities suggested by the passage of the bill in its original form.

This question of water supply is one of vital importance to the citizens of Rochester and every step taken in this matter by the Common Council, should be scrutinized with the greatest care. No one will question for a moment the ability or the disinterestedness of the Chamber of Commerce in all that it may do, but the Democratic Common Council is a political body, with a reputation not entirely above reproach.

TO APPEAR AT ALBANY.

Delegates From the Chamber of Commerce Will Urge an All-Gravity Line.

A delegation from the Chamber of Commerce will leave this morning to appear before the Assembly committee on cities at Albany in support of the all-gravity system of water supply for Rochester. This was decided upon at a special meeting of the executive committee yesterday afternoon which was called upon receipt of a dispatch from Senator McNaughton stating that representatives of the Honeoye millers were to appear to-day before the Assembly committee in opposition to the proposed bill.

L. P. Ross, John Fahy, J. G. Cutler, T. B. Griffith, George C. Buell, A. S. Hamilton and J. F. Amsden were present at the meeting. They endorsed the views expressed by the Board of Trustees, asking that the bill proposed by the Common Council be amended so as to require an all-gravity line, and that the bonds to be issued under the bill be made non-taxable, bearing interest not to exceed 3 per cent., and payable within twenty years. The following letter from Senator McNaughton, written on Tuesday, was also read:

"*W. H. Gorsline and Others, Special Committee Chamber of Commerce*:

"GENTLEMEN: Your favor of the 4th inst. received. The bill as introduced came from the clerk of the Common Council, and I expect the city attorney here to-morrow and will call his attention to the matter. It would be better that the bill should be agreed to by both the Common Council and your body, if it is to pass this year, otherwise there would probably be a hitch in the Assembly."

The members of the Albany delegation

George ... Ross, D. W. Powers, W. C. Barry, H. B. Hathaway and Secretary McClintock.

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The Anniversary of Lee's Surrender at Appomattox.

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Twenty-five Guns for Twenty-five Years—Veterans on Parade—The Mass Meeting at the City Hall—The Resolutions Adopted.

Twenty-five ye[ars] have not effaced ... and the fall of ... minds of America ... the Northern sol[dier] ... bravery brought ... gotten the day. ... surrender will al[ways] ... thusiasm and ... hearts.

Yesterday was ... sary and for ... was formally ... The personal me[mories] ... historical knowle[dge] ... since the war ... celebration of th[e] ... great rebellion.

Flags were ... throughout the ... salute of twenty- ... street bridge cal[led] ... celebration. In ... organizations and ... tary companies ... paraded through ... J. Finley Smiley ... ing in the City H[all].

The parade ... House at 8 o'clo[ck] ... in line. Brigade ... had charge of ... Rochester Light ... Post Drill Corps ... dependent Mart[ial] ... The line of marc[h] ... House to the ... parade was as fo[llows]:

Independen[t] ... Rochester Light ... bury, Jr., ... O'Rorke Post Drill ... Veteran Brigade ... Veteran Legion, ...

When the proc[ession] ... was half filled ... meeting opened ... The platform wa[s] ... of the evening, ... and fifteen or ... other citizens. ... called the meetin[g] ... Mayor Carroll ... made a short add[ress] ... plause which ... "War-worn ve[terans] ... the brunt of batt[le] ... organizations, I ... celebration whic[h] ... well to remem[ber] ... listen to-night to ... your memories ... story of the war ...

B. O. Underhi[ll] ... then the mayor ... ley Smiley, the ...

Colonel Smiley ... body was aware ... ty-five years ago ... noon. "That ... down by the peo[ple] ... out reference to ... creed. I speak ... sentative of no ... interests of the A[merican] ... can flag which pr[o] ... eral soldier.

"The grandes[t] ... of this country fe[lt] ... eral Grant and G[eneral Lee's con]ference at Appo[mattox] ... shake hands and ... are one people an[d] ... that we will de[fend it against every] foe.

"Any man wh[o] ... diers against un ... government that ... diers and pay the ... deserve a place or ... Federal soldier w[ho] ... years should be p[ut] ... dier who is crippl[ed] ... want."

Colonel Smiley ... his remarks wer[e] ... by his audience.

The following r[esolutions] ... the close of the C[olonel's address]:

"*Resolved*—That ... rejoice in the benign blessings of peace and union—and have the warmest and most brotherly love for every loyal citizen of our common country.

"*Resolved*—That the ties broken by the late war are welded—never again to be severed and that our best wishes are extended to the people of the *South* for whom we wish the utmost prosperity.

"*Resolved*—That the thanks of this audience are hereby extended to Colonel R. Finley Smiley for his eloquent address, his superb patriotism and his unflinching defense of the federal soldiers and the flag."

After the mass meeting Colonel Smiley, Mayor Carroll and Chief of Police Cleary visited the O'Rorke Post party at Mænnerchor Hall. The Colonel made an address in which he paid the federal soldiers a tribute. He spoke highly of General Alger and prophesied that he would some day be President of the United States. The party which followed the speech was a very pleasant one. Dancing continued until after midnight.

CITIZEN'S CRITICISM

On the Proposed Amendments to the City Charter.

BAD ENGLISH AND WORSE LAW

Found by W. A. Sutherland in Senate Bill No. 487—Should the Common Council be Able to Fine the Executive Board?

The following is the text of the letter sent by W. A. Sutherland, of this city, to Senator Fassett concerning the proposed amendments to the city charter, which resulted in all the sections to which Mr. Sutherland objected being stricken out, except section 147, relating to the Executive Board:

247 POWERS BUILDING,
ROCHESTER, N. Y., April 5, 1890.

Hon. J. Sloat Fassett

... arbitrarily postponed several months. This conduct I understand the city attorney has held to be illegal, hence the amendment. The incoming mayor of the city is in political harmony with the Common Council. His vetoes therefore will not be expected, except as to matters in which he believes the Common Council to be thoroughly wrong. The Common Council should not be permitted to postpone action in such an important emergency until the people shall forget the veto.

The first word "while," in line 20 on page 12, should be stricken out and the word "although" written in place thereof. The change is necessary in order to correct the English of the proposed amendment.

The sentence on page 14, commencing at line 36, and ending with line 43, is absolutely unintelligible. By changing the word "which" in line 40 to the word "said," and changing the singular "continues," to the plural "continue," in line 42, the sentence will seem to have some meaning.

The proposed amendment ... ob[jectionable]. Section 143 of the charter fixes the salary of the members of the Executive Board. Until 1882 the salary was $2,000 per annum each. By chapter 234 of the laws of 1882, the Common Council ... power to increase that salary to ... The amendment now proposed authorizes the Common Council to fix the salary at any figure between $2,000 and $3,500. There is entire propriety in allowing the Common Council to fix the salary of its own clerk, and of the city attorney, and of any other subordinate officials; but under the Rochester charter the Executive Board is clearly designed to be independent of coercion by any other branch of the government. The Executive Board controls the streets, the water-works, and the fire department of our city government. It controls by far the largest part of the public patronage of the city. The amount of this patronage is quite likely to be materially increased during the next few years. The necessity for an increased water supply, and for a great trunk sewer seems to be imminent, in which case a large number of men will be em-

... tary McClintock, Henry Michaels and J. E. Booth, representing the Chamber of Commerce, were present to advocate the all-gravity system. Chief Engineer Tubbs, City Attorney Ernst and Commissioner Armbruster of the Executive Board, represented the city. W. K. Hunt, C. A. Shuart and Vallance Hamilton represented the Honeoye millers. The debate was mixed, so to speak. Mr. Hunt started in with the old argument that the city of Rochester could not constitutionally sell or give water for any purpose excepting for household use, and reiterated the tale about the ruin to the Honeoye valley, resulting from the construction of the water works.

City Attorney Ernst suggested that the bill as introduced said nothing about any system; it simply allowed the issue of bonds to construct a conduit. This did not worry Brother Hunt in the least. He kept on talking, or rather reading, a lot of

... Mr. Cutler ... tion that the millers ... ing about would soon be adjudicated in the courts. The Honeoye representative replied that if certain amendments were introduced he would withdraw his opposition. The amendments are:

In line 5, section 1, after the word "the" insert the following words, "public use of the."

2. At the end of section 1, add the following words:

"Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the City of Rochester, until the public needs of the inhabitants of said city require an additional supply."

Sec. 2. The city of Rochester in consideration of the privileges of taking fifteen million gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of passage of this act acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock lake, known as the Hoppough mill property.

Vice President Cutler asked that the words "only by what is known as gravity system" be added to section one. He detailed the action of the august body which he represented and stated that his heart's desire was to prevent water from being pumped down hill.

Chief Engineer Tubbs detailed the proceedings thus far and explained his plan. He characterized the talk about pumping water down hill as clap trap and criticized the system favored by the experts. He said Rochester proposed to get water from the most available point and asked that the Legislature should not tie the city up so that the best plan could not be followed. J. E. Booth made an argument in favor of the all-gravity plan, which was the only logical statement on that side.

During the debate the few members of the committee who were present paid but little, if any, attention. Chairman Andrus asked several pertinent questions, and was the only one of the lot who had an intelligent idea of the subject. In the end he was overruled and voted down.

Hon. Walter S. Hubbell, having nothing better to do, busied himself "working" his old friend, Hon. Hamilton Fish. Mr. Fish did not hear any of the argument, but he is always ready to oblige a friend, especially if that friend is a reformer. So when the time came he called on the combination and the all-gravity amendment was adopted against Mr. Andrus's objection. Of course Gibbs, the angel, and the other member of the triangle, Mr. White, voted with Mr. Fish.

Not a single member of the Cities Committee who voted to adopt the McClintock plan pretended to know anything about it, except that Mr. Fish wanted it. So much for arguments.

The following
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ROCHESTER MORNING HERALD

APRIL 11, 1890.

ALL-GRAVITY.

VICTORY FOR THE CHAMBER OF COMMERCE.

Hearing on the Rochester Water-works Bill before the Cities Committee at Albany—Honeoye Millers' Claims.

Special dispatch to the Morning Herald.

ALBANY, April 10.—President Ross, Vice-President Cutler, Secretary McClintock, George C. Buell and other members of the chamber of commerce were here to-day to insist upon the all-gravity plan for the water conduit. J. Nelson Tubbs and Commissioner Armbruster of the executive board were here to favor the McNaughton and Courtney bill as it was introduced. Ballance Hamilton, W. R. Hunt and C. A. Shuart of Honeoye Falls were here to oppose the bill, to bring it about that water shall not be taken from Hemlock lake. The hearing was before the assembly committee on cities.

The following were also here: F. F. Booth, Henry Michaels and ex-Assemblyman Hubbell.

Mr. Hunt opposed the bill. Rochester had demanded the water of Hemlock lake and the right to use, it was given by law of 1873. In 1878 the owners of 21 mill privileges brought their rights to the courts. He deemed the right of the city to use the water for manufacturing or any other purposes not allowed by the statutes. He quoted Benjamin F. Butler, Roger A. Pryor and other authorities to sustain his assertion.

The city is allowed to take a million gallons daily for public purposes, only, and the mill owners protest against any more water being taken from Hemlock lake. Out of the nine million gallons four millions are to-day used for manufacturing purposes. He presented these amendments:

First—In line 5, section 1, after the word "the" insert the following words, "public use of the."

Second—At the end of section 1 add the following words: "Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the city of Rochester until the public needs of the inhabitants of said city shall require an additional supply."

Mr. Cutler, for the chamber of commerce, asked for the insertion of the words "only by what is known as the gravity system."

He outlined the history of the report by the expert engineers and the subsequent proceedings by the common council and the chamber of commerce.

Chief Engineer Tubbs said he had sometime ago reported that the city was famishing for water. He denied that he wanted to pump the water down hill. The citizens who want to pump from lake Ontario have as much right to be heard as the men who want to limit the plan to the gravity system. He would gladly have experts join with him to decide upon the best plan.

Chairman Andrus—"Where will you go?"

Engineer Tubbs—"Most of the citizens say to Hemlock and Canadice lakes. The mills represented by Mr. Hunt get power from three other lakes than Hemlock. They have been well paid for damages in the past."

Mr. Hunt denied that the people of the Honeoye Valley were dishonest. They were as good as the people of Rochester.

Mr. Tubbs defended his new plan for avoiding the gravity system.

Mr. Hunt wished a furthur amendment which follows:

Section 2—The city of Rochester in consideration of the privilege of taking 15,000,000 gallons of water daily from Hemlock and Canadice lakes, shall within one within one year from the date of the passage of this act, acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock Lake, known as the Hoppough mill property.

He supported the amendment in a long speech, in which he declared that if the city took a part of the mill rights it ought to take them all.

Mr. Booth of the chamber of commerce said the chamber had reported in favor of the gravity system. Three fourths of the taxpayers wanted it. Another pumping house at Hemlock lake makes one more political machine.

Engineer Tubbs said that no engineer had estimated or approved the all-gravity system. The plan should be settled in Rochester.

Mr. Booth thought that the supply should come from Hemlock and Conesus lakes.

Mr. Stuart handed in a protest against taking more water from Hemlock lake, and also a certificate of physicians that the health of the people on the lake and in the valley would be impaired if the lake were drained any more.

The committee to-night reported the water bill with an amendment providing for the use of the gravity system.

The senate cities committee reported favorably the Rochester charter amendments, which were ordered printed.

Ex-Assemblyman Sheldon is here.

M.

April 11th '90

Democrat and Chronicle

EVERY Rochesterian who is interested in the prosperity of the city should bring what influence he has to bear in securing the all gravity amendment to the water supply enabling act now before the Legislature.

IT remains to be seen whether the people of Rochester or the Common Council carry the more influence with our Legislative representatives in Albany.

AN English grammar would be of invaluable assistance to the Common Council and its city attorney when they attempt to frame legislative bills.

IT would be interesting to know just how many of our aldermen are firmly committed to the theory that "Public office is a public snap."

IN the controversy in regard to the water supply enabling act, it seems to be the Democratic Common Council against the city.

IF the electors of the Sixteenth ward do their duty a Republican successor to Alderman Thayer will be chosen by a large majority.

IF Rochester were trying to send water to Hemlock Lake, perhaps it might be worth while to consider the pumping question seriously.

To pump or not to pump; that's the question. The noes have it by a large majority.

OBSERVE carefully the Common Council's jugglery of the water works question.

IT looks very much as if Mr. Sutherland were correct in his surmise that the Common Council is scheming to get a share of the patronage which would naturally fall to the Executive Board in the construction of a trunk sewer and a new water conduit.

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APRIL 10, 1890.

Democrat and Chronicle

Entered at the Post-Office at Rochester, N. Y., as Second Class Mail Matter.

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COMMON COUNCIL TACTICS.

The evasions and ambiguous utterances of the aldermen in their treatment of the water supply question may justly be regarded with suspicion, and the formal action taken by the council at its last meeting gives marked significance to the following portion of the report submitted by the Chamber of Commerce special committee on water supply:

The work of your committee jointly with that of the original aldermanic committee, assisted by two eminent engineers employed at an expense of $5,000, and involving a large investment of time and effort, established beyond successful question the undesirability of proceeding in the matter of securing additional water, under the advice of the present engineer; and as we fear that unless the all-gravity plan, pronounced by the experts to be the cheapest and the best, is prescribed in the enabling act, its passage may be endangered by the active objection of influential citizens, exasperated by the persistent attempt to force a visionary and unsound plan, supported only by the advocacy of its author, upon a community already overburdened with expenses, some of which have been incurred in the same way. Your committee urges upon you the importance of procuring additional supplies of water, the need of securing a suitable enabling act from the present Legislature, and recommends as one means of obtaining the acquiescence of the taxpayers to the proposed expenditure, the removal of all possibility of unwise and unnecessary outlay for pumps and pumping, by inserting in the act a clause stating explicitly that the supply shall "only be obtained by the construction of an all-gravity conduit from Hemlock Lake."

A petition, signed by prominent citizens and business men, asking for an amendment to the bill now before the Legislature, which should specifically prescribe the all-gravity plan in the enabling act, was presented to the Council Tuesday night, but it received scant consideration. With labored explanations which did not explain, the aldermen refused to act upon the suggestion, and then adopted a resolution urging the senator and member of Assembly from this district to urge the passage of the water supply bill in its present form.

The position taken by the Chamber of Commerce in this matter seems to us sound. It is fortified by facts and figures which are unanswerable, and there is no doubt that it represents the prevailing sentiment of the people. Why the Common Council should be reluctant to commit itself to the all-gravity plan can only be conjectured, but the reluctance evidently exists, with all the possibilities suggested by the passage of the *bill in its original form.*

This question of water supply is one of vital importance to the citizens of Rochester and every step taken in this matter by the Common Council, should be scrutinized with the greatest care. No one will question for a moment the ability or the disinterestedness of the Chamber of Commerce in all that it may do, but the Democratic Common Council is a political body, with a reputation not entirely above reproach.

TO APPEAR AT ALBANY.

Delegates From the Chamber of Commerce Will Urge an All-Gravity Line.

A delegation from the Chamber of Commerce will leave this morning to appear before the Assembly committee on cities at Albany in support of the all-gravity system of water supply for Rochester. This was decided upon at a special meeting of the executive committee yesterday afternoon which was called upon receipt of a dispatch from Senator McNaughton stating that representatives of the Honeoye millers were to appear to-day before the Assembly committee in opposition to the proposed bill.

L. P. Ross, John Fahy, J. G. Cutler, T. B. Griffith, George C. Buell, A. S. Hamilton and J. F. Amsden were present at the meeting. They endorsed the views expressed by the Board of Trustees, asking that the bill proposed by the Common Council be amended so as to require an all-gravity line, and that the bonds to be issued under the bill be made non-taxable, bearing interest not to exceed 3 per cent., and payable within twenty years. The following letter from Senator McNaughton, written on Tuesday, was also read:

"*W. H. Gorsline and Others, Special Committee Chamber of Commerce.*

"GENTLEMEN: Your favor of the 4th inst. received. The bill as introduced came from the clerk of the Common Council, and I expect the city attorney here to-morrow and will call his attention to the matter. It would be better that the bill should be agreed to by both the Common Council and your body, if it is to pass this year, otherwise there would probably be a hitch in the Assembly."

The members of the Albany delegation George ... Ross, D. W. Powers, W. G. Barry, H. B. Hathaway and Secretary McClintock.

The committee on legislation and the special committee on water supply also held a joint m... dorsed ... mittee.

J. Nelson Tubbs and W. W. Barnard will also leave for Albany this morning.

A VETERAN GATHERING

The Anniversary of Lee's Surrender at Appomattox.

MOST FITTINGLY CELEBRATED

Twenty-five Guns for Twenty-five Years—Veterans on Parade—The Mass Meeting at the City Hall—The Resolutions Adopted.

Twenty-five years of peace and prosperity have not effaced the memory of Appomattox and the fall of the Confederacy from the minds of American citizens. Much less have the Northern soldiers whose endurance and bravery brought about the surrender forgotten the day. The celebration of Lee's surrender will always arouse feelings of enthusiasm and thankfulness in American hearts.

Yesterday was its twenty fifth anniversary and for the first time the day was formally recognized in Rochester. The personal memories of the elders and the historical knowledge of a generation born since the war were refreshed by a fitting celebration of the final suppression of the great rebellion.

Flags were displayed very generally throughout the city all day. At noon a salute of twenty-five guns fired from Court street bridge called public attention to the celebration. In the evening the veteran organizations and some of the younger military companies headed by a military band paraded through Main street. Later Colonel J. Finley Smiley addressed a mass meeting in the City Hall.

The parade formed at the Whitcomb House at 8 o'clock. About 150 men were in line. Brigade Commander J. P. Cleary had charge of the line of march. The Rochester Light Infantry and O'Rourke Post Drill Corps acted as escorts. The Independent Martial Band furnished music. The line of march was from the Whitcomb House to the City Hall. The order of parade was as follows:

Independent Martial Band, 8 men.
Rochester Light Infantry, Captain D. H. Westbury, Jr., commanding, 24 men.
O'Rorke Post Drill Corps, Captain D. C. Fleming, commanding, 30 men.
Veteran Brigade commander and staff, Mayor Carroll and Colonel Smiley.
Veteran Brigade, 40 men.
Veteran Legion, Colonel Osburn, commanding, 38 men.

When the procession reached the hall it was half filled with people. Before the meeting opened there were 800 present. The platform was occupied by the speaker of the evening, the officers of the meeting and fifteen or twenty G. A. R. men and other citizens. Chief of Police Cleary called the meeting to order. He proposed Mayor Carroll as chairman. The mayor made a short address in response to the applause which greeted him. He said: "War-worn veterans who have withstood the brunt of battle, and you of the younger organizations, I congratulate you on the celebration which you have arranged. It is well to remember the past. You will listen to-night to an orator who will refresh your memories and who will tell you the story of the war."

B. C. Underhill was made secretary and then the mayor introduced Colonel R. Finley Smiley, the orator of the evening.

Colonel Smiley said he supposed everybody was aware that the war closed twenty-five years ago at 2 o'clock in the afternoon. "That war," said he, "was put down by the people of this country without reference to political party, sect or creed. I speak here to-night as the representative of no political party, but in the interests of the American home, the American flag which protects us all and the Federal soldier.

"The grandest men and the greatest men of this country faced each other when General Grant and General Lee held their conference at Appomatox. Now let us all shake hands and publicly declare that we are one people and that our flag is one and that we will defend it against any foreign foe.

"Any man who will not defend the soldiers against unjust laws is a traitor. A government that will not support its soldiers and pay them for their services does not deserve a place on God's footstool. Every Federal soldier who reached the age of 50 years should be pensioned, and every soldier who is crippled should be raised above want."

Colonel Smiley spoke at great length and his remarks were received with applause by his audience.

The following resolutions were adopted at the close of the Colonel's address:

"*Resolved*—That we citizens of Rochester rejoice in the benign blessings of peace and union—and have the warmest and most brotherly love for every loyal citizen of our common country.

"*Resolved*—That the ties broken by the late war are welded—never again to be severed and that our best wishes are extended to the people of the *South* for whom we wish the utmost prosperity.

"*Resolved*—That the thanks of this audience are hereby extended to Colonel R. Finley Smiley for his eloquent address, his superb patriotism and his unflinching defense of the federal soldiers and the flag."

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The following is the text of the letter sent by W. A. Sutherland, of this city, to Senator Fassett concerning the proposed amendments to the city charter, which resulted in all the sections to which Mr. Sutherland objected being stricken out, except section 147, relating to the Executive Board:

247 POWERS BUILDING,
ROCHESTER, N. Y., April 5, 1890.

Hon. J. Sloat Fassett,

DEAR SIR: I am advised that at your suggestion action by the Senate committee on cities upon the Rochester charter amendments was postponed until Tuesday of next week. I am also asked to send you a memorandum, pointing out any changes that in my judgment ought to be made therein.

I am glad to comply with this request, as the proposed amendments comprise much bad English, and worse law.

All of line 13, in section 6, on page 5, of the Senate bill, after the word "city," and all of line 14, should be stricken out. The section in which these lines occur proposes to enlarge the powers of the Common Council. The objectionable words confer upon the Common Council power to abate nuisances, which power is already conferred upon the Board of Health, at lines 26 and 27, page 2. To confer upon any set of men the power "to require the summary removal from any street, lot or building of all nuisances or substances likely to become such," is of itself an arbitrary and extraordinary power. Clearly the Board of Health is more competent to judge of the necessity of such summary removal than the Common Council, and less likely to make the power an instrument of oppression to the citizen.

The sentence commencing with the word "pawnbrokers," in line 21, page 8, is certainly unintelligible. The requirement is that pawnbrokers and others shall give a bond, "conditioned by the license of the observance of all ordinances," etc. The line would be intelligible if it read, "conditioned for the observance by the licensee of all ordinances," etc.

The words "or the president of such Common Council," in lines 5 and 6 of section 30 of the same page, should be stricken out. The proposed amendment authorizes the mayor or the president of said Common Council to prescribe or designate persons to whom licenses may be issued for the giving of shows and public entertainments of all varieties. The president of the Common Council is the mayor of the city during the absence or inability of the mayor to act as such. These words are not needed in the amendment, unless it is proposed to clothe the president of the Common Council with power co-extensive with that of the mayor. In times past, the mayor of this city has prevented the public exhibition of a sport sometimes called prize fighting, against the vigorous objection of certain Rochester "toughs." Whether the president of the Common Council, if he had had the power, would have over-ruled the mayor, I do not know; but the mayor is elected by the people, and is responsible to the people for his acts. It is safer to trust him, than to trust one who is elected into the Common Council by the vote of a single ward, (and made president of that body by the votes of a majority of his political associates.)

All of the italicized words in lines thirteen and fourteen, on page 11, should be stricken out. The proposed amendment seems to be an attempt to give the Common Council power to postpone its action upon a veto by the mayor. Speaking of the mayor's vetoes, the words before the italics are: "and the Common Council shall at its next meeting thereafter;" then occur the objectionable words, "or at such time which may be designated by it, proceed to consider such veto." Later on in the section, the provisions thereof are made applicable to the proceedings of the Board of Education. Substituting the word "as" for the word "which" in the objectionable amendment, the purpose is plain, to authorize the Common Council and the Board of Education to postpone consideration of matters vetoed by the mayor, until such time as may suit their convenience to consider them. In times past, there have been many and sharp collisions between the mayor and the Common Council. The mayor has frequently vetoed ordinances and other acts of the Common Council. His vetoes have frequently been over-ruled. On one occasion especially, the mayor's veto was so evidently righteous and just, involving a matter of upwards of two thousand dollars to the city treasury, that the Common Council apparently did not dare to face the music while the subject was fresh in the public mind, and action on the veto was arbitrarily postponed several months. This conduct I understand the city attorney has held to be illegal, hence the amendment. The incoming mayor of the city is in political harmony with the Common Council. His vetoes therefore will not be expected, except as to matters in which he believes the Common Council to be thoroughly wrong. The Common Council should not be permitted to postpone action in such an important emergency until the people shall forget the veto.

The first word "while," in line 20 on page 12, should be stricken out and the word "although" written in place thereof. The change is necessary in order to correct the English of the proposed amendment.

The sentence on page 14, commencing at line 36, and ending with line 43, is absolutely unintelligible. By changing the word "which" in line 40 to the word "said," and changing the singular "continues," to the plural "continue," in line 42, the sentence will seem to have some meaning.

The proposed amendment ... found ... jectionable. Section 143 of the charter fixes the salary of the members of the Executive Board. Until 1882 the salary was $2,000 per annum each. By chapter 234 ... 1882, the Common Council ... power to increase that salary to $2,500. The amendment now proposed authorizes the Common Council to fix the salary at any figure between $2,000 and $3,500. There is entire propriety in allowing the Common Council to fix the salary of its own clerk, and of the city attorney, and of any other subordinate officials; but under the Rochester charter the Executive Board is clearly designed to be independent of coercion by any other branch of the government. The Executive Board controls the streets, the water-works, and the fire department of our city government. It controls by far the largest part of the public patronage of the city. The amount of this patronage is quite likely to be materially increased during the next few years. The necessity for an increased water supply, and for a great trunk sewer seems to be imminent, in which case a large number of men will be employed under the direction of the Executive Board. The complexion of our Common Council for years past has been such as to give our tax payers no wish to see the Common Council reach into these matters. If the salary of the members of the Executive Board ought to be more than $2,500, very well, but let it be a fixed rate. The interests of the tax-payers will be quite as well served if the Common Council should not have power to ask for a share of the patronage at the disposal of the Executive Board, as the price for fixing the salary of the members of that board. During the coming year the Executive Board and the Common Council will both be Democratic, but the objection now raised was made last year, although the Common Council being Democratic, the Executive Board was Republican. I am therefore not so much moved to this objection by political considerations as by considerations affecting every taxpayer of the city.

All of proposed section 54, on page 56, should be stricken out. The Code of Procedure now requires that in any action brought to recover a penalty, the summons must be endorsed with a reference to the particular statute, or other provision of law, giving such penalty. The object of this requirement is to give the defendant definite and accurate information as to the exact act with which he is charged. The proposed amendment sweeps away this very salutary provision as to all penalties of forfeitures given by any ordinance, rule or regulation passed or adopted by the Common Council or executive board, or any of the penalties or forfeitures provided by the charter of the city. No purpose can be served by the proposed amendment except to save the city attorney from the trouble of looking up the particular ordinance, rule or regulation under or pursuant to which he is about to bring his action for a penalty of forfeiture. But this favor to the prosecuting attorney is hardly a valid reason for depriving the defendant of exact and definite information respecting the charges against him, which is provided for him in all other actions for penalties or forfeitures.

The proposed addition to section 206, found on page 62, should be striken out. A tax in the first instance is like a judgment against an individual. It is enforcable out of his personal property. For failure to pay a tax, the real property of the person taxed may be sold. It is proposed by the amendment to make it unnecessary for the assessors to insert the name of the rightful owner of real estate in the assessment rolls. Under the proposed amendment, taxes might be levied and collected out of the property of a citizen without his ever knowing, or having the means of knowing, that he had a tax to pay.

The foregoing are all the suggestions which occur to me respecting the proposed charter amendments. I believe the bill should be corrected in each of the particulars named. In some instances the corrections should be made in the interests of good government, in others to save us the mortification of having the language of our charter a matter of ridicule among the boys and girls of our public schools.

Very respectfully yours,
W. A. SUTHERLAND.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., APRIL 11, 1890.

THE CONDUIT BILL.

Hearing before the Committee on the Measure at Albany Yesterday.

Special Dispatch to the Union and Advertiser.

ALBANY, April 11.—It has frequently been remarked by close observers of legislation that committee hearings were a humbug and that arguments however sound had very little to do with the fate of a measure. That this is true was proved by the result of the discussion on the conduit bill before the Assembly Cities Committee yesterday afternoon. President Ross, Vice-president Cutler, Secretary McClintock, Henry Michaels and J. E. Booth, representing the Chamber of Commerce, were present to advocate the all-gravity system. Chief Engineer Tubbs, City Attorney Ernst and Commissioner Armbruster of the Executive Board, represented the city. W. K. Hunt, C. A. Shuart and Vallance Hamilton represented the Honeoye millers. The debate was mixed, so to speak. Mr. Hunt started in with the old argument that the city of Rochester could not constitutionally sell or give water for any purpose excepting for household use, and reiterated the tale about the ruin to the Honeoye valley, resulting from the construction of the water works.

City Attorney Ernst suggested that the bill as introduced said nothing about any system; it simply allowed the issue of bonds to construct a conduit. This did not worry Brother Hunt in the least. He kept on talking, or rather reading, a lot of ...

... Mr. ... tion that the matters Mr. Hunt was talking about would soon be adjudicated in the courts. The Honeoye representative replied that if certain amendments were introduced he would withdraw his opposition. The amendments are:

In line 5, section 1, after the word "the" insert the following words, "public use of the."

2. At the end of section 1, add the following words:

"Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the City of Rochester, until the public needs of the inhabitants of said city require an additional supply."

Sec. 2. The city of Rochester in consideration of the privileges of taking fifteen million gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of passage of this act acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock lake, known as the Hoppough mill property.

Vice President Cutler asked that the words "only by what is known as gravity system" be added to section one. He detailed the action of the august body which he represented and stated that his heart's desire was to prevent water from being pumped down hill.

Chief Engineer Tubbs detailed the proceedings thus far and explained his plan. He characterized the talk about pumping water down hill as clap trap and criticized the system favored by the experts. He said Rochester proposed to get water from the most available point and asked that the Legislature should not tie the city up so that the best plan could not be followed.

J. E. Booth made an argument in favor of the all-gravity plan, which was the only logical statement on that side.

During the debate the few members of the committee who were present paid but little, if any, attention. Chairman Andrus asked several pertinent questions, and was the only one of the lot who had an intelligent idea of the subject. In the end he was overruled and voted down.

Hon. Walter S. Hubbell, having nothing better to do, busied himself "working" his old friend, Hon. Hamilton Fish. Mr. Fish did not hear any of the argument, but he is always ready to oblige a friend, especially if that friend is a reformer. So when the time came he called on the combination and the all-gravity amendment was adopted against Mr. Andrus's objection. Of course Gibbs, the angel, and the other member of the triangle, Mr. White, voted with Mr. Fish.

Not a single member of the Cities Committee who voted to adopt the McClintock plan pretended to know anything about it, except that Mr. Fish wanted it. So much for arguments.

ROCHESTER MORNING HERALD

APRIL 11, 1890.

ALL-GRAVITY.

VICTORY FOR THE CHAMBER OF COMMERCE.

Hearing on the Rochester Waterworks Bill before the Cities Committee at Albany—Honeoye Millers' Claims.

Special dispatch to the Morning Herald.

ALBANY, April 10.—President Ross, Vice-President Cutler, Secretary McClintock, George C. Buell and other members of the chamber of commerce were here to-day to insist upon the all-gravity plan for the water conduit. J. Nelson Tubbs and Commissioner Armbruster of the executive board were here to favor the McNaughton and Courtney bill as it was introduced. Ballance Hamilton, W. R. Hunt and C. A. Shuart of Honeoye Falls were here to oppose the bill, to bring it about that water shall not be taken from Hemlock lake. The hearing was before the assembly committee on cities.

The following were also here: F. F. Booth, Henry Michaels and ex-Assemblyman Hubbell.

Mr. Hunt opposed the bill. Rochester had demanded the water of Hemlock lake and the right to use, it was given by law of 1873. In 1878 the owners of 21 mill privileges brought their rights to the courts. He deemed the right of the city to use the water for manufacturing or any other purposes not allowed by the statutes. He quoted Benjamin F. Butler, Roger A. Pryor and other authorities to sustain his assertion.

The city is allowed to take a million gallons daily for public purposes, only, and the mill owners protest against any more water being taken from Hemlock lake. Out of the nine million gallons four millions are to-day used for manufacturing purposes. He presented these amendments:

First—In line 5, section 1, after the word "the" insert the following words, "public use of the."

Second—At the end of section 1 add the following words: "Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the city of Rochester until the public needs of the inhabitants of said city shall require an additional supply."

Mr. Cutler, for the chamber of commerce, asked for the insertion of the words "only by what is known as the gravity system."

He outlined the history of the report by the expert engineers and the subsequent proceedings by the common council and the chamber of commerce.

Chief Engineer Tubbs said he had sometime ago reported that the city was famishing for water. He denied that he wanted to pump the water down hill. The citizens who want to pump from lake Ontario have as much right to be heard as the men who want to limit the plan to the gravity system. He would gladly have experts join with him to decide upon the best plan.

Chairman Andrus—"Where will you go?"

Engineer Tubbs—"Most of the citizens say to Hemlock and Canadice lakes. The mills represented by Mr. Hunt get power from three other lakes than Hemlock. They have been well paid for damages in the past."

Mr. Hunt denied that the people of the Honeoye Valley were dishonest. They were as good as the people of Rochester.

Mr. Tubbs defended his new plan for avoiding the gravity system.

Mr. Hunt wished a furthur amendment which follows:

Section 2—The city of Rochester in consideration of the privilege of taking 15,000,000 gallons of water daily from Hemlock and Canadice lakes, shall within one within one year from the date of the passage of this act, acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock Lake, known as the Hoppough mill property.

He supported the amendment in a long speech, in which he declared that if the city took a part of the mill rights it ought to take them all.

Mr. Booth of the chamber of commerce said the chamber had reported in favor of the gravity system. Three fourths of the taxpayers wanted it. Another pumping house at Hemlock lake makes one more political machine.

Engineer Tubbs said that no engineer had estimated or approved the all-gravity system. The plan should be settled in Rochester.

Mr. Booth thought that the supply should come from Hemlock and Conesus lakes.

Mr. Stuart handed in a protest against taking more water from Hemlock lake, and also a certificate of physicians that the health of the people on the lake and in the valley would be impaired if the lake were drained any more.

The committee to-night reported the water bill with an amendment providing for the use of the gravity system.

The senate cities committee reported favorably the Rochester charter amendments, which were ordered printed.

Ex-Assemblyman Sheldon is here. M.

April 11th '90

Democrat and Chronicle

EVERY Rochesterian who is interested in the prosperity of the city should bring what influence he has to bear in securing the all gravity amendment to the water supply enabling act now before the Legislature.

IT remains to be seen whether the people of Rochester or the Common Council carry the more influence with our Legislative representatives in Albany.

AN English grammar would be of invaluable assistance to the Common Council and its city attorney when they attempt to frame legislative bills.

IT would be interesting to know just how many of our aldermen are firmly committed to the theory that "Public office is a public snap."

IN the controversy in regard to the water supply enabling act, it seems to be the Democratic Common Council against the city.

IF the electors of the Sixteenth ward do their duty a Republican successor to Alderman Thayer will be chosen by a large majority.

IF Rochester were trying to send water to Hemlock Lake, perhaps it might be worth while to consider the pumping question seriously.

To pump or not to pump; that's the question. The noes have it by a large majority.

OBSERVE carefully the Common Council's jugglery of the water works question.

IT looks very much as if Mr. Sutherland were correct in his surmise that the Common Council is scheming to get a share of the patronage which would naturally fall to the Executive Board in the construction of a trunk sewer and a new water conduit.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

11, 1890.

AN ALL GRAVITY CONDUIT

Chamber of Commerce Sustained by the Cities Committee.

WATER WILL RUN DOWNHILL

The Plan for a Pumping Station Rejected and the Amended Rochester Water Bill Reported—Rochester Charter Amendments.

Special Dispatch to DEMOCRAT AND CHRONICLE.

ALBANY, April 10.—This afternoon there was an important hearing before the Assembly committee on cities upon the water bill introduced by Senator McNaughton and Assemblyman Courtney.

The following were here from Rochester: Ex-Assemblyman Walter S. Hubbell, Henry Michaels, J. E. Booth, John Y. McClintock, George C. Buell, City Engineer J. Nelson Tubbs and Julius Armbruster, Messrs. Ross, Cutler and Andrus, of the Chamber of Commerce. W. R. Hunt, B. Hamilton and C. A. Stuart were present from Honeoye Falls.

Mr. Hunt read a long speech showing how Rochester acquired the right to use the water of Hemlock lake. He said the city now used more water in its factories than it had any right to use. There was no warrant for using it for manufacturing purposes as half of it was being used now. This statement was backed by Roger A. Pryor, Benjamin F. Butler and other authorities. In the name of the mill owners he objected to the taking of more water from Hemlock Lake. His side of the question wanted two amendments and if the committee allowed them to be inserted it would not oppose. The bill the two amendments were as follows.

First: In line 5, section 1, after the word "the" insert the following words, "public use of the."

Second, at the end of section 1, add the following words: "Provided that no additional amount of water shall be drawn from Hemlock or Canadice Lakes by the City of Rochester, until the public needs of the inhabitants of said city shall require an additional supply."

The Chamber of Commerce through Mr. Cutler, wanted eight words interpolated so as to secure the gravity system. Mr. Cutler gave freely the story of the hiring of two expert engineers and the report that was made by them. He also showed what action had been taken by the Chamber of Commerce and by the Common Council.

Mr. Tubbs said his reports would show how badly off the city was for water. He had some pride in his plans, because he had been familiar with the question for eighteen years. The limitations sought to be placed in this bill were wrong, for all parties had a right to be heard, no matter what source of supply might be decided upon finally. The gravity system would cost much more than if his plans were adopted, but he was ready to have good engineers pass upon these plans.

In answer to a question by the chairman he said that Canadice and Hemlock Lakes were the preferred sources of supply among the majority of the citizens of Rochester. The mills up the stream drew from other lakes besides Hemlock and they had been paid large damages by the city for the water already taken. They had socially ostracized anyone who had tried to show that their property damages were small.

Mr. Hunt defended the people of his valley. The trouble was the people of Rochester could not find any people in the valley that would swear their property was worthless.

One more amendment was asked for by the mill men, like this:

"Section 2—The city of Rochester in consideration of the privilege of taking fifteen millions gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of the passage of this act, acquire title to and pay for all the mill property and water privileges on the outlet of Hemlock Lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock Lake, known as the Hoppaugh mill property."

He stated that it was not fair to take only a part of the mill privilege.

Mr. Booth asserted that the Chamber of Commerce and a majority of the tax payers were committed to the gravity system. He charged that a pump house would make more places for political workers.

Mr. Tubbs thought Rochester's dirty linen should be washed at home. As to the gravity system it had not been favored by any respectable engineer.

According to Mr. Booth, Conesus and Hemlock lakes should be drawn upon, but the gravity system should be used.

On behalf of the residents about Hemlock lake and in the valley, Mr. Stuart offered a protest against taking more water from the lake. Physicians also thought it would endanger the health of the inhabitants to lower the level of the lake.

The Assembly city committee to-night reported favorably the water bill amended so as to provide that the supply shall be secured only by the all gravity system as recommended by the Chamber of Commerce.

THE Philadelphia *Press* maps out a great future for Western New York. It thinks that, if copper wire can be produced plentifully and cheaply enough, the electrical force made available by the Niagara tunnel "can be distributed all over Western New York state as easily as oil in a pipe-line, and it would be great enough to light all its cities and villages and furnish power for light work in factories besides."

AMEND THE BILL [illegible]

It is useless to mince matters or choose soft words. If the water supply enabling act is not amended so as to prescribe the all-gravity system in explicit terms it is far better for the city of Rochester that action upon the bill be postponed until another session of the Legislature. If the bill be passed in its present form, absolute and unrestricted power will be vested in the Common Council to dictate the plans which shall be employed to bring an additional supply of water from Hemlock Lake, and there are only too many reasons for believing that the pumping system advocated by Chief Engineer Tubbs will be given favorable consideration. The refusal of the Common Council to accede to the request of the Chamber of Commerce, indicates plainly that the aldermen are not in sympathy with the all-gravity plan which is demanded by the people, and the presence in Albany of Mr. Tubbs and a member of the Executive Board, lobbying for the passage of a bill which will give the Common Council unlimited authority in determining the plan of the new conduit, emphasizes the conviction that the city government is industriously scheming to defeat the effort of the Chamber of Commerce and to obtain the entire control of the proposed water works improvement.

It seems to be demonstrated beyond denial that the city is in urgent need of greater facilities for obtaining Hemlock water, but were the need doubly urgent this paper would have no hesitation in declaring that postponement of the bill would be infinitely preferable to its passage in the original form. It is the prevailing sentiment of the community, a sentiment inspired by the impartial testimony of experts and by the patient investigation of practical men, that Mr. Tubbs's pumping system would be needlessly costly and complicated and that every purpose sought to be attained would be completely and admirably fulfilled by the adoption of the all gravity system.

That this system will be used is exceedingly doubtful unless the Common Council is deprived of all discretion in the matter. The members of that body are keenly alive to all the possibilities, political and financial, involved in the contemplated work and public opinion will have little effect upon their plans. If they can secure the passage of the unamended bill all will be clear sailing and they will snap their fingers at public protests and indignation.

The duty and the line of action of the citizens of Rochester are clearly defined. They must secure that amendment before the bill is permitted to progress further in the Legislature and our representatives at Albany must be made to feel the weight of strong public opinion expressed in no uncertain terms.

Either amend the bill or kill it!

EXECUTIVE BOARD SALARIES.

Too much stress cannot be laid upon the pernicious features of the proposed charter amendment which is drawn with the design of authorizing the Common Council to name the salary of members of the Executive Board at any figure between $2,000 and $3,500. The Common Council should have nothing whatever to do with the Executive Board as Mr. Sutherland clearly explained in his opposition to the amendment: "The Executive Board is designed to be independent of coercion by any other branch of the government. It controls the streets, the water works and the fire department of our city government. It controls by far the largest part of the public patronage of the city. The amount of this patronage is quite likely to be materially increased during the next few years."

The salary of the members of the Executive Board should be designated by the charter at a fixed rate and the council should have absolutely nothing to do with it. To make the salaries of Executive Board members discretionary with the council simply places a club in the hands of that body which can be used with tremendous effect when the occasion arises. The Executive Board must feel its financial dependency and it would be strange indeed if the members were not disposed to make concessions to the gentlemen who increase or diminish their salaries at will.

Exactly why the Common Council has been empowered heretofore to fix the salary of the members of the Executive Board, within certain limits, has never been explained and we doubt if a single good reason could be advanced for the existence of the custom. The plan is obviously bad in all its aspects and should be discontinued, but Mr. Sutherland seems to be the only one with sufficient interest in the matter to protest against it.

THE American Society of Civil Engineers has just issued in pamphlet form the valuable paper by George W. Rafter, of this city, on "The Fresh Water Algæ and Their Relation to the Purity of Public Water Supplies." The discussions which followed the reading of the paper is also given, thus furnishing a valuable contribution to the knowledge of sources of water contamination. Mr. Rafter's paper is illustrated by excellent photographs of the most common forms of algæ. Mr. Rafter has devoted much attention to the organisms in water supplies, and is, perhaps, as well equipped as any engineer in the United States to discuss the subject.

[illegible]
And argue with consummate skill;
But, 'twixt you and me,
The people can't see
Why
Water [illegible]
[illegible] Run Down
The
Hill.

The Post-Express.

ROCHESTER, FRIDAY, APRIL 11.

THE WATER SUPPLY

THE ALL-GRAVITY PLAN BILL REPORTED AT ALBANY.

A Victory for the Chamber of Commerce Before the Assembly Cities Committee—Senator McNaughton's Bills—Other Late News.

SPECIAL TO THE POST-EXPRESS.

ALBANY, April 11.—The chamber of commerce, Chief Engineer Tubbs and the Honeoye millers had a field day before the assembly cities committee yesterday afternoon. At no time were there more than four members of the committee present, but the others kept coming and going, especially going.

W. K. Hunt, the veteran Honeoye miller, who has been the leader in litigation against the city, opened the discussion. He read the substance of the complaint in the case of Hunt and others against the city of Rochester as part of his argument. His principal point was that the city had no constitutional right to sell or give away water except for family use. He had a lot of figures to show how many gallons of water per diem were used for other than household or "necessary" purposes. His argument was in substance that the city should not take more than 9,000,000 gallons per day.

Trustee Cutler, of the chamber of commerce, asked that eight words "only by what is known as gravity system" should be added to line four of section one of the bill. He detailed the action taken thus far by the council and the chamber of commerce and said his only desire was to have Rochester "avoid being the only city in the world that pumped water down hill."

Mr. Tubbs explained his plan and said that he did not intend to pump water down hill. This sort of talk he styled "clap trap." He then went over the report made by Experts Fteley and Fanning and explained that these gentlemen in no way recommended the "all gravity plan" as the best. Referring to the action of the chamber of commerce in insisting on their plan, he said the gentlemen who favored pumping from Lake Ontario had just the same right to insist that they were infallible. His idea was that the bill should be passed and then that the people of Rochester should settle the plan.

Meantime some of the members of the chamber of commerce, assisted by Hon. Walter S. Hubbell, had been doing missionary work in favor of the all gravity plan.

Mr. Hunt read the fourth installment of his type written treatise on Honeoye creek water rights.

Mr. Tubbs explained that the owners of these rights had been paid a good price for damages already and wanted to be paid over again.

Mr. Hunt offered two amendments, as follows:

In line 5, section 1, after the word "the" insert the following words, "public use of the."

At the end of section 1, add the following words: "Provided that no additional amount of water shall be drawn from Hemlock or Canadice lakes by the city of Rochester, until the public needs of the inhabitants of said city shall require an additional supply."

Sec. 2. The city of Rochester, in consideration of the privilege of taking 15,000,000 gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of the passage of this act, acquire title to and pay for all the mill property and water privileges on the outlet at Hemlock lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock Lake, known as the Hoppough mill property.

Henry Michaels introduced J. E. Booth, who explained that the all gravity plan was the scheme of the chamber of commerce and that it was the system recommended by Messrs. Fteley and Fanning.

Mr. Tubbs then repeated the statement that no engineer or set of engineers had ever made or published a report that the all gravity system from Hemlock lake was the best for Rochester, and turning to the chamber of commerce representatives he said: "You are the men who invented the all gravity plan. You have made no estimate of the cost, but you now come to Albany and ask the legislature to adopt your plan." He added: "These gentlemen represent millions, and are a power in Rochester. If my plan is good for nothing, vote it down; and if your plan is bad, the people, through the common council, should serve it the same way."

C. A. Shuart then talked a while about Honeoye Creek and Vallance Hamilton added his quota on the same subject.

When the committee went into executive session the bill was reported with the "all gravity" amendment.

The representatives of the chamber of commerce and the opponents of the all gravity plan had a conference last night but no agreement could be reached. The conduit bill with the all gravity amendment was reported this morning.

Rochester Matters at Albany.

SPECIAL TO THE POST-EXPRESS.

ALBANY, April 11.—Senator McNaughton had the charter amendment bill as agreed upon day before yesterday, reported last night by the cities committee. His bill re-

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[illegible] also [illegible] ably from the committee on general laws.

The assembly cities committee has ordered a favorable report on Senator McNaughton's bill amending the penal code in relation to police justices. This is the act which will allow Justice Keeler to send drunks and violators of the penal ordinance to the penitentiary without fear that they will by released by habeas corpus provided the prisoners or their friends can raise $5.

The senate cities committee will report Senator McNaughton's bill allowing Rochester to issue $1,000,000 bonds for an east side trust sewer, and Mr. Courtney's, allowing Rochester to issue $1,500,000 of bonds for a water supply, amended so as to provide for a gravity system only.

Hon. James Hanlon, of Medina, attended Governor Hill's reception.

Senator McNaughton to-day introduced a bill providing that no children under 12 years of age be sent to the State Industrial school; that no commitment to that institution for vagrancy shall be had on unsupported evidence of parents or guardians; and that disorderly inmates be sent to the Elmira reformatory and to the Hudson Female reformatory.

The Brockport normal school bill appropriating $12,000; and the Lyell and Saxton streets sewer bill were passed this morning.

THE WATER SUPPLY BILL.

Before the question of an additional water supply had become a pressing one, Mr. Tubbs not only framed in his own mind the plan of a pumping station at Hemlock lake, but proceeded to act upon his ideas without taking any other branch of the city government, the press, or the citizens of Rochester into his confidence. When the scheme was divulged Mr. Tubbs met criticism with impatience, and since then at every stage of the controversy he has shown scant respect for either lay or professional opinions on the question at variance with his own. It seems to us that he occupies the position of a controversialist, who becomes more extreme in his own pet views the longer he argues them. Even a lay opinion is better than that of an expert on a question within ordinary comprehension when the latter has arrived at such a state of mind. The case is made still stronger against Mr. Tubbs by the fact that members of his own profession of national fame have pronounced strongly against his cherished plan. This is not said in a spirit unfriendly to Mr. Tubbs, for we respect the man and cannot help admiring his persistency, although like most of our people, we disagree with him on the question at issue. We are glad the assembly committee yesterday modified the proposed water supply act in accordance with public sentiment in this city.

Work of the Fish Hatcheries.

New York Times.

Little is known of the actual work of the fish hatcheries of the state by anglers, who are not well-known and frequent visitors at the places where the eggs are hatched, and from which fry are distributed. Hardly a day passes but what a shipment of small fish is made to some point in the state. The idea of the fish commissioners is rather to look out for the propagation of food fish than the choice varieties which make the heart of the angler glad. Attention is paid to the latter, however, and the demand for fry has been very large during the year.

During the year ending September 1st of last year, for which the figures have been tabulated, the distribution of fry and eggs from the several hatcheries in the state aggregated 31,489,638, of which 3,099,900 were brook trout, 927,500 brown trout, 5,329,000 lake trout, 868,000 California trout, 1,350 Quinnat salmon, 78,500 land-locked salmon, and 687,188 salmon. Of the food fish there were distributed 4,600,000 smelts, 30,000 shrimps, 4,100,000 tomcods, 1,900,000 whitefish, 6,053,200 shad, and 3,780,000 frost fish. Of adult fish, 2,625 were sent out, comprising 400 carp, 50 sunfish, 450 bass, 1,625 yearling trout, and 100 perch. These fish were scattered all over the state and in a great number of ponds and rivers and will form the basis for a great increase. Most of the applications for trout come from the Catskill and Adirondack regions. That artificial stocking has been successful in this state there can be no doubt.

Each of the hatcheries has a specialty; that is, one variety of fish is paid especial attention to. The Caledonia hatchery is the oldest and largest. Last year it turned out 13,000,000 eggs and fry for distribution. The ponds there are filled with breeding fish. Shad and salmon trout are hatched in large quantities. Some of the brown trout at the hatchery weigh six pounds, and were hatched in 1883.

THE FASSETT COMMITTEE.

It Will Probably Come to Rochester.

While at Albany yesterday, J. G. Cutler, W. S. Hubbell and J. Y. McClintock, had a conference with Senator Hendricks, chairman of the senate committee on cities, and received from him the assurance that the famous investigators will probably come to Rochester when the legislature adjourns. It is probable, however, that only a sub-committee of the committee will come. The question of an attorney to help the committee came up and Judge Danforth and W. S. Hubbell were spoken of. W. A. Sutherland, M. W. Cooke and David Hays have also been suggested.

GRAVITY OR PUMPS

THE HEARING BEFORE THE ASSEMBLY COMMITTEE.

What President Ross of the Chamber of Commerce Says About the Temporary Victory of the Friends of the Gravity Plan.

The principal topic of conversation on the streets this morning was the temporary victory of the opponents of Engineer Tubbs's pumping plan at Albany yesterday. The Rochester delegation returned last night. A POST-EXPRESS reporter visited L. P. Ross, president of the chamber of commerce, this morning and asked him about the visit to Albany yesterday. "It was a most successful visit, I think," said Mr. Ross. "We were courteously received by the members of the assembly committee on cities. The opening argument on the question was made by W. R. Hunt, representing the Honeoye millers. His remarks were long, dry, dull and tedious; and he soon tired out the committee. He wanted an amendment to the bill precluding the possibility of the city's taking any more water from Hemlock or Canadice lakes. On behalf of the opponents of the pumping plan Mr. Cutler made a brief but effective speech. He made the point that Hemlock lake was 388 feet above the city and that all we wanted was the insertion of a clause in the bill providing for a gravity line, without stating where the water should come from. He said that the need of more water was beyond question. Mr. Tubbs replied to Messrs. Hunt and Cutler and reiterated his well-known argument in favor of pumps. Our committee impressed upon the assemblymen the fact that two engineers of character and standing had recommended the gravity plan without having any personal interest in the matter. In the evening the committee visited Senator McNaughton at his rooms and received from him the assurance that the senate would undoubtedly pass the bill with the amendment we desire. He doubted, however, that the assembly would pass the bill if there were much opposition from Rochester."

"What had Mr. Tubbs to say?"

"In conversation with me he suggested the appointment of another commission of three experts to investigate the matter again. We can see no justification for this step. It would require an expense of from $6,000 to $10,000 that would be useless. The matter has been thoroughly examined by two eminent engineers in whom we have implicit confidence. It would be impossible, in any opinion, to find two men better fitted for the duty they performed. They have the ability to determine the question and they decided it satisfactorily. I can't see the necessity to go over the question again, merely to afford Engineer Tubbs an opportunity to vindicate his reputation."

The members of the board of trustees of the chamber of commerce and other citizens interested in the water supply question, will meet with Senator McNaughton in this city at 3 o'clock to-morrow afternoon. The aldermen will also be invited to attend.

Democrat and Chronicle

APRIL 12, 1890.

A BLOW AT PUMPS.

Story of the Gravity Line Victory at Albany.

The Chamber of Commerce delegation gained a decided victory at Albany over the supporters of Mr. Tubbs's pumping scheme as detailed in the telegraphic columns of this paper yesterday. The arguments in favor of allowing water to run down hill seemed to the Senators and Assemblymen much stronger than those presented on the other side. Even Mr. Tubbs was sufficiently impressed to propose a compromise and to pledge the Common Council to a certain line of action.

The Chamber of Commerce delegation, including L. P. Ross, J. E. Booth, Henry Michaels, J. Y. McClintock and James G. Cutler have returned home well satisfied with their efforts. Chief Engineer Tubbs, Member of Executive Board Armbruster and City Attorney Ernst, who represented the opposition, are naturally somewhat crestfallen. The most completely crushed of all those who undertook the pilgrimage to the capital was W. R. Hunt, a Honeoye miller, who wanted an amendment inserted specifying that the city should never take water from Hemlock Lake. He further wanted the city to agree to settle with the millers within one year.

The story of the discussion between Mr. Tubbs and the Chamber of Commerce men is told in the following interview with one of the delegation. He said: "We made a good impression on the committee. We had all the documents there to support our position and the committeemen saw there was no argument on the other side. Hamilton Fish was much impressed with Mr. Fteley's report. 'If you have his opinion,' said he, 'you've the best in the United States.'"

"What did the Senator say about the gravity amendment?" asked the reporter.

"He did not hesitate in agreeing to offer it in the Senate. We asked him if he did not know that the Common Council had passed a resolution specifying the pumping system. In reply he smiled and said that would make no difference. But, he added, there will probably be trouble in the Assembly. Mr. Courtney is much nearer the Common Council and may feel more responsible to it."

"How did Mr. Tubbs feel?"

"He seemed confident that he would have his way or we would [illegible] more water. But before we were [illegible] the chamber decided to press the gravity amendment and throw the responsibility of killing the bill on Mr. Tubbs and his friends. After we had had our hearing Mr. Tubbs proposed a compromise. He asked us to leave out the gravity amendment. If that were done he promised to have the Common Council provide for the appointment of a commission of experts. Neither he nor the chamber were to have the selection of the engineers, but the matter was to be left to some referee; the president of the American Society of Civil Engineers, for instance. We told Mr. Tubbs that we were instructed to insert the gravity clause and that we were not there to make a trade. Mr. Tubbs, as a salaried clerk of the Executive Board, seemed authorized to propose a trade and to indicate what the Common Council would do. We did not want to trade and we did not want a commission of experts. We have been at work on the subject for about two years and have already paid out $5,000. We beat Mr. Tubbs's pumping scheme fairly. The experts we had were thoroughly competent and there is no use in spending $5,000 or $6,000 more on another expert examination."

Senator McNaughton will be in this city to-day and will attend a water meeting in the Chamber of Commerce rooms, at 3 o'clock this afternoon. All citizens interested in the discussion are invited to attend.

"EVERYTHING LOOKS FAVORABLE."

The Chamber of Commerce is to be congratulated upon the success which rewarded the efforts of its special committee, sent to Albany in the interests of the amendment to the water supply enabling act and the people of Rochester may well feel indebted to the enterprise and public spirit of this organization of business men which is striving so earnestly to protect the best interests of the city by defeating the machinations of the political ringsters whose designs are so clearly revealed. It is possible that the victory gained may be no more than temporary, but it is unquestionably a victory and the prospects are bright for the ultimate adoption of the important all-gravity amendment. Senator McNaughton is pledged to the support of the amendment in the Senate and an unexpected point was gained when the Assembly committee on cities reported in favor of inserting the all-gravity clause in the enabling act. Assemblyman Courtney, we regret to say, has thus far declined to commit himself upon the subject, but we have faith to believe that when he fully realizes the unanimity of public sentiment in Rochester in its support of the position taken by the men who represent five-sixths of the property to be taxed for the proposed improvement, he will add his influence to the popular demand.

The ringsters are fighting hard to obtain control of the projected work, with authority to dictate the manner in which it must be performed, but they are fighting a losing fight. Their motives are selfish, their methods unscrupulous and in their official capacity they represent a force which is inimical to the progress and best interests of the city.

AN AMENDMENT THAT SHOULD BE KILLED.

The Chamber of Commerce has done admirably, but it is confronted by another duty which imperatively demands prompt attention. By an amendment to the charter the Common Council is trying to get a firmer grip upon the Executive Board, and it is to the Chamber of Commerce that the people must look for a defeat of this iniquitous measure. If the aldermen are given the power to reduce or increase the salaries of members of the Executive Board at will, they may be depended upon to improve the opportunity to their greatest advantage and what this opportunity will be is best understood by reference to the two great improvements which are contemplated, viz: The new conduit and the east side sewer.

Executive Board salaries should be fixed at a stated sum by Legislative enactment and the Common Council should be deprived of all authority in the matter. This assertion is incontrovertible, and if the Chamber of Commerce can be persuaded to act in the matter it should have no difficulty in defeating this last move of the Council by which it hopes to increase its political patronage. Organized opposition is all that is necessary to defeat the amendment and substitute another which shall be in consonance with business like principles.

TO IMPROVE STATE ROADS.

A bill providing that the people shall vote on the question of appropriating $10,000,000 to improve the roads of the state, was discussed in the state Senate on Thursday. Although there was much opposition, the bill was progressed. There is great need of better roads, but it may be that a less expensive plan may be devised. There should be no consuming haste in this matter. The people of the state have travelled the present roads for many years and can probably get along for two or three years to come. In the meantime a good system for road improvement may be devised. The Case school of ap-

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plied ... free instruction in road making with a view to improving the roads of Ohio. Unless some new and costly material is to be employed in road improvement in New York it would seem that the best plan would be to give instruction in road making to pathmasters.

Many of our roads are ridiculously narrow, the land belonging to the public having been seized in many cases by ambitious farmers. A narrow road gives little opportunity for proper working. For the present we cannot expect to build Roman roads in this state, but our roads can be greatly improved without imposing many additional burdens on the community. A manual of road making ought to be furnished by the state to every district pathmaster. The effect of such action would soon be apparent in improvement of present road beds. In time a few great trunk roads may be improved in a permanent way.

DISGRUNTLED.

The following from the Rochester *Union's* account of the hearing on the conduit bill Thursday before the Assembly committee on cities indicates the part the *Union* proposes to take in the matter:

Hon. Walter S. Hubbell, having nothing better to do, busied himself "working" his old friend, Hon. Hamilton Fish. Mr. Fish did not hear any of the argument, but he is always ready to oblige a friend, especially if that friend is a reformer. So when the time came he called on the combination and the all-gravity amendment was adopted against Mr. Andrus's objection. Of course Gibbs, the angel, and the other member of the triangle, Mr. White, voted with Mr. Fish. Not a single member of the cities committee who voted to adopt the McClintock plan pretended to know anything about it, except that Mr. Fish wanted it. So much for arguments.

This stuff shows the animus of those who have determined to saddle an unnecessary pumping system for water supply upon the people of this city. The *Union* was rather quiet upon the subject until its pet scheme was scotched at Albany. Then it allowed its correspondent to voice its woe. It is not certain that the bill has been sufficiently amended yet. The appointment of a competent engineer to carry out the work of providing a new all-gravity conduit will soon come to be a matter of great moment. The method of his selection may be an appropriate subject of legislation.

Democrat and Chronicle

APRIL 18, 1890.

THE WATER SUPPLY QUESTION.

—The Chamber of Commerce yesterday afternoon discussed the question of water supply with Senator McNaughton, Mr. Armbruster of the Executive Board and City Attorney Ernst and others. There was an earnest expression of opinion that the all-gravity plan was the only one worthy of consideration. The Chamber of Commerce passed a resolution inviting the Common Council to join in the request that the water supply bill be passed by the Legislature with the all-gravity amendment, as it now appears in the Assembly bill. Senator McNaughton expressed himself as strongly in favor of the all-gravity plan.

It remains to be seen what the Common Council will do. If it refuse to join in the request, the bill will be imperilled. For the Chamber of Commerce cannot, and must not recede from its position in regard to the amendment. The bill should not be passed without the amendment.

The Elmira Telegram.

ROCHESTER EDITION.

APRIL 13, 1890.

MAYOR CARROLL'S INAUGURAL.

He Proposes to Stop Sunday Saloonism —Punching the Chamber of Commerce.

ROCHESTER, N. Y., April 12.—Mayor Carroll, in his inaugural address, if not directly, by inference at least, promised that the saloon traffic in this city shall be stopped part of the day Sundays and, if possible, all day, and calls upon the saloon keepers and the public to aid him in accomplishing the object. As a "starter" the address reads well. It remains to be seen if the law will be enforced. If it is the city will require the services of about 1,000 extra policemen. However sincere he may be in his intentions, before many weeks he will find that his ardent supporters in the movement will have dropped out by the wayside. His honor's head was entirely level when he warned the common council against the "oily gammon" of certain members of the chamber of commerce, who think they know all about the city government better than do the aldermen or those elected by the people to do the public business. He advises the aldermen to listen respectfully to any suggestions about public matters the chamber of commerce may present, but not to hobnob with it or its committees, or permit it to usurp the aldermanic functions. He suggests that the aldermen be the common council, they having been elected for that purpose. At the same time he praises the chamber of commerce for the great good it has done in bringing business establishments to the city, and for the disinterestedness of its actions in attempting to run the affairs of the municipality. After having been elected mayor by the chamber of commerce, it was a little ungrateful on the part of his honor to turn so quickly and give the distinguished body a "black eye."

ROCHESTER CHAMBER OF COMMERCE.

The regular monthly meeting of the Chamber will be held on MONDAY, April 14th, at 8 P. M.

The meeting will be open to consideration of a new City Charter, laid on the table from last meeting, and any other subject which may be presented.

Very respectfully yours,
J. Y. McCLINTOCK, Secretary.

Lunch as usual.

Anniversary Banquet

George H. Thomas Post, 4,

[illegible]

Blue Points

Lobster farce,
Water cress. Radishes
Fille de beef, with Mushrooms,
Stuffed Tomatoes,
New Potatoes
Sweet bread patties
Roman punch
Chicken salad mayonaise,
Lobster salad mayonaise,
Olives
Merangue glace
Wine jelly. Small Cakes
Coffee, Bon-Bons

THE EXTRA WATER WORKS CONDUIT.

Defeat of the Common Council—The Chamber of Commerce Greater Than It.

ROCHESTER, N. Y., April 12.—A number of citizens acting in opposition to the plans of the chief engineer of the water works, and to the expressed determination of the common council, in the name of the chamber of commerce, have succeeded in having the charter amendments relating to the construction of an extra water supply conduit, amended so that it shall be an all gravity line. If the amendments become laws, time will tell, whether Chief Engineer Tubbs's plan, or that of the chamber of commerce is the best one. It is very certain that the common council is of very little importance in comparison to a committee of the chamber of commerce, and has very little influence in shaping legislation for the people.

THE NEW COMMON COUNCIL.

Mayor Carroll's Message—The Appointment of City Officers.

ROCHESTER, N. Y., April 12.—The old common council met informally Monday afternoon, and after President Tracy had delivered his valedictory, Alderman Kohlmetz, on behalf of his associates, presented President Tracy with an elegant easy chair. The alderman also made some appropriate remarks on retiring from the position (alderman) he has so long held. The Democratic members of the board of aldermen met in caucus Tuesday morning and nominated the following persons for positions under the city government: President of the board, Alderman W. H. Tracy; city clerk, Peter Sheridan; city attorney, Charles B. Ernst; city messenger, Frank J. Irwin; overseer of the poor, Bernard Rizenthaler; fire marshal, Arthur McCormick; meat and milk inspector, William J. Toole; city sealer, John B. Hayd; city surveyor, Oscar H. Peacock; Mount Hope commissioner, Frederick Cook. This "slate" was immediately confirmed by the aldermen, not a dissenting vote being recorded. After Mayor Carroll's message had been read, he sent in the names of the following gentlemen to act as members of the board of health: Dr. J. W. Whitbeck, Dr. J. A. Beigler, E. B. Chace, Timothy Derrick, Matthias Kondolf and J. Henry Howe. These nominations were unanimously confirmed. Drs. J. F. Crowley, V. A. Hoard and McNamara for the West side, and Drs. N. M. Collins, N. W. Soble and J. A. Cromier for the East side, were elected city physicians. A resolution by Alderman Kelly, which was adopted, authorizes the overseer of the poor to employ two lady physicians whenever, in his opinion, he thinks it necessary. Salaries of city officials and their subordinates were fixed as follows: Mayor, $3,300; treasurer, $4,500; clerk hire in treasurer's office, $8,140; city clerk, $2,000; messenger, $1,200; assistant messenger, $360; members of the executive board, $2,500; assessors, including clerk hire, each $3,000; municipal court judges, each $2,400; clerk, $1,000; overseer of the poor, $1,700; assistant overseer, $900; investigators, $900; bookkeeper, $900; storekeeper, $900; police justice, including clerk, $3,700; police commissioners, $1,000; excise commissioners, $725; fire marshal, $1,200; meat and milk inspector, $1,000; engineer city hall, $900; watchman city hall, $900; janitor Front street building, $900; clerk of excise board, $900; excise clerk, $300; city physicians' salary, $400; city sealer, $1,800; city attorney, $4,200; first assistant city attorney, $3,500; second assistant city attorney, $2,200; stenographer, $1,300; surveyor's office—Peacock, $2,500; Stewart, $1,500; W. B. Sackett, $1,000; W. M. Rebasz, $1,200; Howard Judson, $800; John Kenyon, $800; William W. Race, $800; C. Raymond, $840; Martin Wahl, $720; Orville Stroger, $600; Joseph Boshert, $600; Fred L. Smith, $576; A. C. Watson, $600; Thomas Casey, $600; clerk in city attorney's office, $1,000. This is a saving in salaries of $1,336. Treasurer Fleckenstein asked and was given $8,140 for clerk hire in his office, which is an increase of $940 over last year's list. General I. F. Quimby, city surveyor, is the only city official that was not re-elected. Oscar H. Peacock succeeds him.

DEMOCRAT AND CHRONICLE

APRIL 14, 1890.

THE NEW COMPANY.

A Meeting at the Chamber of Commerce To-Morrow Evening.

Lieutenant F. Judson Hess, who as recruiting officer of the citizens' committee appointed by the Chamber of Commerce to raise an additional company of the National Guard in Rochester, organized the new company which has just been accepted at state headquarters, has issued a call for a meeting of those who have signed the muster roll, to be held at the Chamber of Commerce rooms, at 7:30 o'clock to-morrow evening.

It is very important that all who have received notices should be present. During the time that has elapsed since the muster-roll was signed it is very possible that the circumstances and situation of some of those who have signed it have so changed that it will be impossible for them to attend to their duties as members of the National Guard. Applications for membership are so numerous that there is no wish to hold anyone who feels that he would rather withdraw, but withdrawals, if any, should be made at once so that the committee may know exactly whom they can rely on for the preliminary inspection, which is likely to be made at any time now.

There are many young men in the city who would be glad to join this company and who would be valuable members. Such men should attend this meeting and will be welcomed there. The company is limited by law to 103 officers and men, and with about seventy already enrolled there is but little time to spare if any one wishes to become a charter member.

ROCHESTER MORNING HERALD

MONDAY, APRIL 14, 1890.

A QUESTION OF GRAVITY.

What Will The Council's Action Be? —The Executive Board's Position.

A conference of the trustees of the chamber of commerce with a number of invited taxpayers, Senator McNaughton, City Attorney Ernst, Assistant City Attorney Hone and Messrs. Barnard and Armbruster of the executive board, was held on Saturday afternoon. L. P. Ross presided and Senator McNaughton was the first speaker. He told the gentlemen present that it was advisable to make as few amendments to the water bill as possible. It was clear, in his mind, he said, that the majority of the citizens favored the all-gravity plan and he was quite sure that the common council would listen to the demands of the people. He thought that it might be wise to pass the enabling act as it now stands and let the common council decide on the system. He had no doubt that the aldermen would adopt the gravity plan. He declared that he was heartily in favor of that system and said that he would do everything in his power for the passage of a bill that would be the voice of the chamber of commerce. He urged, however, that the chamber of commerce and common council should unite.

Henry Michaels and James E. Booth opposed leaving the matter with the council on the ground of Chief Engineer Tubbs' influence with that body. Clinton Rogers spoke of the action of some of the aldermen in voting for the gravity system when upon the joint committee and then favoring the enabling act without amendment.

Henry C. Brewster also spoke against leaving the matter with the council and Mr. Tubbs. J. G. Cutler charged that the bill had not been thoroughly considered by the council. City Attorney Ernst and Senator McNaughton explained why haste had been necessary in introducing the bill. The senator explained that April 5th was the last day for the introduction of bills in the assembly this year. H. B. Hathaway said there was a grievous need of more water. He thought the chamber should unite with the common council in order that the enabling act might be passed. The council would not go against public opinion when the time came for selecting the system. J. G. Cutler believed that the matter might better be settled now instead of temporizing any longer.

Julius Armbruster then arose and said: "Knowing the necessity for a water supply I will say that neither Mr. Tubbs nor the executive board will antagonize the bill as amended. This decision was reached this morning." Mr. Armbruster's remarks were received with applause. Senator McNaughton said that Assemblyman Courtney and himself considered themselves responsible in a large measure to the council, through which most of the Rochester bills come to Albany. The present position was embarrassing to them. He did not believe Mr. Tubbs had power enough to force the people of Rochester to accept the pumping system.

There was some further discussion by Henry Lomb, Brackett H. Clark, City Attorney Ernst, Henry Michaels and Mr. Cutler. The city attorney said the council had instructed the representatives of the city in the legislature to pass the bill without amendment and had not reconsidered its action. Finally William S. Kimball called up a resolution, previously offered by him, which was adopted. It follows:

Resolved, That this meeting unite in asking the common council to request our representatives to urge the passage of the additional water supply bill as now amended with the all-gravity clause, in the assembly, and we ask that a special meeting of the council be called for that purpose.

On motion of Mr. Cutler it was voted to be the sense of the meeting that the bonds be made redeemable in 20 instead of 10 years, thus making them 20-50s. The trustees extended their thanks to the senator and the other officials for their presence at the meeting.

THE RICHARDSON bill providing for an expenditure of $10,000,000 upon the roads of this state is making progress in the senate. Some people in the country are very foolishly opposing a scheme that will be of the highest value to their respective districts, while the larger part of the expense will be borne by a few of the large cities of the state. Mr. Erwin was right when he declared that "the bill strikes the keynote for the next twenty years: Better roads." He was equally right when he said: "The meanest roads in the universe are in New York state."

FRESH WATER ALGÆ.

We are under obligations to George W. Rafter of this city for a copy of his able and elaborate illustrated paper on fresh water algæ and their relations to the purity of the public water supply, read before the American Society of Civil Engineers, together with a report of the subsequent discussion on Mr. Rafter's papers in which some of the most eminent civil engineers in the country took part. Mr. Rafter's paper is illustrated with micro-photographic views of the algæ in various stages of development.

The author has made the study of algæ a pastime for his leisure hours, but it is clearly shown that what has been play to him in that direction might well be regarded as severe application and labor by any professional student. Both the microscope and the camera have been brought into use in this study and in the use of each instrument Mr. Rafter is an adept. The value of such investigations to the public at large cannot be over estimated. They concern closely the health of the people. It is of the highest importance that the nature of the minute organisms that infest the water used by the public for domestic purposes should be understood, and it can be learned only by the closest and most skilled application. Mr. Rafter's paper shows that about 1,500 species of fresh water algæ have been illustrated and described in this country, while in Europe a much larger number are known. The water furnished to different cities is occasionally vitated by a peculiar and unpleasant taste and odor variously described as "fishy," "pig pen," "cucumber" "musty," "woody," etc., caused by these plants. This matter was quite generally discussed in the press of Rochester in the fall of 1888 when the disagreeable fish odor was noticed in the domestic water supply by nearly every consumer. It was then found that the trouble was due to an extraordinary development of an alga known as the *volvox globator* in the two reservoirs connected with our water supply system. Mr. Rafter's paper discusses this subject in a very entertaining manner, while the subsequent discussion by the members throws much additional light upon it.

ON THE COUNCIL

There Will Rest the Burden of Failure of a New Conduit.

To the Editor of the Morning Herald:

The excuse made by the city attorney for the common council at Saturday's meeting at the chamber of commerce that they could not change their instructions to our representatives at Albany because there would be no meeting of the common council till it was too late to give such instructions is frivolous in the extreme. Mayor Carroll called a special meeting last Friday evening to audit the pay roll for the street cleaning department. Could he not call them together when there is a million and a half dollars at stake as well? If the common council are sincere in trying to get the conduit bill through, why did they not carry out the request of the special committee on water supply that met in the city clerk's office March 24th, eleven aldermen being present and the committee of five from the chamber of commerce, which was in the form of a resolution requesting the common council to have an enabling act drawn up giving the city of Rochester the power to raise $1,500,000 for the purpose of building an ALL GRAVITY conduit with a capacity of 15,000,000 gallons per day from Hemlock lake and sent to our representatives at Albany. Eight of the 11 aldermen voted for the resolution with the five members from the chamber of commerce, the other three voting no because they believed we did not need another conduit if we would meter a majority of the services in the city. Instead of carrying out this pledge as expressed in said resolution they ignored it entirely, and 10 days after they passed it the city attorney telegraphed Senator McNaughton to introduce the last year's bill and then the common council sent instructions to Albany to pass the bill as it was and not listen to any amendments, showing that they not only went back on their pledge, but with the full intention that its effect should be destroyed. No, gentlemen of the common council, you cannot shirk the responsibility of the bill. If it is not passed with the all-gravity clause in, the fault is yours and not the fault of the chamber of commerce. Let the mayor call the council together and ask them to instruct our members to pass the bill as amended. R.

The Irondequoit Bay Project.

WASHINGTON,, April 13.—There was yesterday transmitted to the house an answer to its resolution calling for information as to whether the project to open a channel between lake Ontario and Irondequoit bay may be inaugurated, as demanded, in justice to the commerce of the great lakes. General Case in his report says it will be seen from the accompanying report of Major Adams that in his opinion it is not thought the channel between lake Ontario and Irondequoit bay is demanded in justice to the commerce of the la[kes] nor that such improvement is nece[ssary] to afford additional facilities to the ... of Genesee; nor that the shipp[ing] facilities are too restricted, nor ... Irondequoit bay would better subse[rve] the purpose of commerce than Ch[ar]lotte harbor.

ROCHESTER MORNING HERALD

APRIL 12, 1890.

ROCHESTER BILLS.

REPORTED BY ASSEMBLY COMMITTEE ON CITIES.

Water Supply and Trunk Sewer Bills Presented — Rochester's New Company of the National Guard—Other Local Measures.

Special dispatch to the Morning Herald.

ALBANY, April 11.—The assembly committee on cities finally reported this morning Mr. Courtney's bill allowing the city of Rochester to issue $1,500,000 in bonds for a water supply with the amendment that the gravity system must be used; also Senator McNaughton's trunk sewer bill allowing the city of Rochester to issue $1,000,000.

THAT INVESTIGATION.

Senator Hendricks Says a Sub-Committee Will Visit Rochester.

While in Albany on their water supply tour, James G. Cutler and Secretary J. Y. McClintock of the chamber of commerce had a conference with Senator Francis Hendricks, the chairman of the senate committee on cities, which was some time ago invited to conduct an investigation in Rochester. The senator assured the gentlemen that there was but little doubt of the appointment of a sub-committee *to visit* Rochester after the adjournment of the legislature.

The chamber of commerce representatives asked the Syracuse senator to investigate the county government as well as that of the city. *They* told Mr. Hendricks *that enough* had already *been developed* to make a good case *for the committee*. The subject of choosing an attorney for the committee was informally discussed. The names of Hon. George F. Danforth and Hon. Walter S. Hubbell were mentioned in this connection. The latter gentleman gained valuable experience of this kind in connection with the investigation of the court house repairs.

THE GRAVITY CONDUIT.

Return of Its Friends—Senator McNaughton Favors It.

Messrs. L. P. Ross, J. G. Cutler, Henry Michaels, J. E. Booth and J. Y. McClintock, the chamber of commerce representatives at the assembly water hearing in Albany on Thursday, returned yesterday morning. These gentlemen are naturally in a somewhat jubilant frame of mind over their success in inducing the assembly committee to report the all-gravity amendment. Senator McNaughton has assured them of ... readiness to assist in getting the gravity bill through the senate. The opposition to the bill will ... made in the assembly, however, and it is quite liable to be killed there. Mr. Tubbs desires the appointment of another commission of experts to investigate the matter. The chamber of commerce men do not favor the plan, believing that the report of Messrs. Fteley and Fanning should be sufficient.

City Attorney Ernst returned from Albany last evening. In talking with a HERALD reporter he said: "All the local bills except the water bill are in good shape. I think it probable that this bill will pass the assembly as amended by the committee on cities. At the meeting to be held to-morrow afternoon an effort will be made to reach an amicable agreement."

The meeting referred to by Mr. Ernst will be held at the chamber of commerce at three o'clock this afternoon. Senator McNaughton will meet the trustees of the chamber and several other heavy taxpayers.

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The Post-Express.
ROCHESTER, MONDAY, APRIL 14.

THE WATER SUPPLY BILL.

We see no good reason why Senator McNaughton and Assemblyman Courtney should hesitate to support the gravity water supply bill and thus settle the question definitely in favor of the plan favored by the great majority of the citizens of Rochester. The common council lately approved the gravity line and is not now committed to any other, although it has been persuaded to favor the omission of any reference to choice of plan from the proposed act. The subject has been argued and reargued so often that it is hardly necessary to go over the ground again at length. The case may be summarized in these propositions:

The plan of Mr. Tubbs appeared on its face to be unnecessary, continuously expensive and, therefore, akin to the absurd.

If there were nevertheless good and sufficient reasons in its favor Mr. Tubbs was bound to use his utmost endeavors to convince the public of that fact as the first step in the proceedings.

He took the opposite course, and although he has exhausted argument since in behalf of his plan, it is still regarded with as much disfavor as at the first by the great majority of our citizens.

He has brushed aside as baseless the reports which have appeared from time to time relative to serious leakages from the gravity conduit by which the city is now supplied with water from the lake.

That conduit seems to have furnished the water supply unfailingly from the day it was first laid until the present time.

In the face of this fact, it is hard to explain the fear and horror with which Mr. Tubbs seems to regard the idea of laying another conduit on the same plan.

If the present conduit is still practically intact and if it feeds the quantity of water which he says daily passes through it, the conclusion appears to be inevitable that a second conduit of the same kind on the same general line would answer every purpose.

MR. TUBBS'S POSITION.

He is Anxious to Get More Water for Rochester.

Chief Engineer Tubbs said to a reporter this morning that although he was convinced that his position throughout the controversy on the water supply question is the right one, he and the members of the executive board are not disposed to imperil the interests of the city by insisting on the pumping plan and thereby endangering the success of the bill now before the legislature. "I know too well," he said, "the need of more water, and I am willing to accede to the demands of the gentlemen of the chamber of commerce in order to get that water here. I think, however, that time will vindicate my course in this matter. I can wait for vindication, but we can't wait for water."

The Grade Crossings Question.

SPECIAL TO THE POST-EXPRESS.

ALBANY, April 14.—City Surveyor Peacock had a conference with the railroad commissioners this afternoon, on the question of elevating the Rochester & Pittsburg and Central tracks. He stated the case on behalf of the city, and urged the adoption of a plan to abolish grade crossings, especially at Maple street and vicinity.

A BIG STOCK DEAL

THE B. R. AND P. RAILROAD CHANGES HANDS.

Bell, Lewis & Yates Purchase from Adrian Iselin a Controlling Interest in the Properties—Advance of the Stock Anticipated.

A very important railroad deal has just been concluded by A. G. Yates of this city; it includes the purchase of the controlling stock, which in the aggregate is over twelve millions, of the Buffalo, Rochester and Pittsburg railway, and four millions of the stock of the Rochester and Pittsburg Coal and Iron company. The controlling interest in this property has been sold by Adrian Iselin of New York, to the firm of Bell, Lewis & Yates of this city and Buffalo.

In connection with the present mining interests of Bell, Lewis & Yates, combined with the tonnage of the Rochester and Pittsburg Coal and Iron company, the output of coal from these two interests for market, as well as for the production of coke, amounts to the enormous tonnage of two million seven hundred thousand tons, taking last year's business as the basis, thus undoubtedly making the firm of Bell, Lewis & Yates the largest producers of bituminous coal in the United States or the world.

It is expected that the tonnage from that district will continue to pass over practically the same lines of road in the future as it has been doing.

The purchasers take possession May 1st and it is said that there will be no radical change in the management. The transaction was consummated in New York last Thursday. The coal lands transferred amount to 16,000 acres.

The transfer of the railroad property caused an immediate advance of the stock. On Thursday it was quoted at 20¼ and on rumors of the change it advanced and closed at 26 on Friday, and closed at 33 on Saturday. Sales were made at 40 this morning. Bell, Lewis & Yates now own a controlling interest in the railroad and the entire stock

of the Rochester and Pittsburg Coal and iron company [illegible]. It is understood that [illegible] to be president of the company.

An enquirer asked J. P. Thompson, freight and passenger agent of the B., R. and P., for some light on the transaction and he said that [illegible] had [illegible].

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 14, 1890.

Water Department Statistics.

Clerk Neville of the Executive Board has compiled a table, showing the receipts of the water department during the year ending April 1st. The water rents amounted to $196,880.29. In addition, there were receipts arising from the sale and repair of meters, taps, fines and other special sources, amounting to $7,899.57. This made the total amount credited to the water works fund, $204,729. The amount used for water pipe and credited the water pipe extension fund was $8,855.11.

Besides the total receipts as given above the clerk estimates the amount of accrued but unpaid water rents which will go in the next tax levy at $40,000. The frontage tax, which also goes in the next tax levy, is estimated at $10,000.

During the year 1885 taps were introduced.

Water Conduit Question.

Saturday evening the trustees of the Chamber of Commerce held a meeting at which were present by invitation Senator McNaughton, City Attorney Ernst, Assistant City Attorney Hone and Messrs. Barnard and Armbruster of the Executive Board. President L. P. Ross occupied the chair during the evening. Mr. Armbruster made the statement that in order not to run the risk of a water famine, the Executive Board and Chief Engineer would not antagonize the enabling act with the Chamber of Commerce's all-gravity amendment. Henry Michaels, Jas. E. Booth, J. G. Cutler, Henry C. Brewster, Clinton Rogers, Henry Lomb and Brackett H. Clark expressed their views. Finally on motion of William S. Kimball the following was adopted:

Resolved, That this meeting unite in asking the Common Council to request our representatives to urge the passage of the additional water supply bill as now amended with the all-gravity clause, in the Assembly, and we ask that a special meeting of the Council be called for that purpose.

On motion of Mr. Cutler it was voted to be the sense of the meeting that the bonds be made redeemable in twenty instead of ten years, thus making them 20-50s.

Platt Street Bridge.

This morning the Rochester Bridge and Iron Works filed the usual bond for the construction of the Platt street bridge. The bondsmen are James D. Casey, William Fuller, George Chambers, Levi Hey and H. H. Craig. They qualify in the sum of $120,000 altogether.

ROCHESTER MORNING HERALD
APRIL 15, 1890.

THE SHIP CANAL

TO CONNECT LAKES ERIE AND ONTARIO.

Argument of a Civil Engineer to Demonstrate the Necessity of Such a Channel of Commerce—Routes and Plans.

William Pierson Judson of the American society of civil engineers has just issued a pamphlet entitled "From the West and Northwest to the Sea." In this work Mr. Judson undertakes to demonstrate the necessity of a ship canal around Niagara falls and to show the advantages to the United States of such a channel of commerce.

In his argument, says the New York Times, Mr. Judson assumes that the best waterway is that by which the largest practicable lake steamers can go nearest to the sea by deep water navigation without breaking bulk. He declares that such a route can be made either through the United States or through Canada and that the great profits of the carrying trade, which is increasing every year, will go to that nation which provides the best way. Each government has expended large sums to improve its natural waterways and the St. Clair flats canal and the Sault Ste. Marie canal are cited as evidences of the wisdom of this course. The logical sequence of this liberal policy, each step of which has been followed by a great growth both in the size and the number of vessels and in the volume of commerce, is also to provide a similar twenty foot waterway from lake Erie to lake Ontario.

The western demand for this further step toward the eastern market was recognized by the last congress in its call for plans and estimates for such a ship canal around Niagara falls. Congressman Payne went so far as to introduce a bill in congress on December 18, 1889, and it now awaits action. Of the two routes selected for the Niagara ship canal the longer one of 25 miles, known as the Lockport-Olcott route is preferable, Mr. Judson thinks, and the work is estimated to cost $23,000,000. It offers [illegible] practical advantages [illegible] Lockport gorge, two and one half miles long, in which the descent is made and also in the eighteen mile creek gorge, four miles long, by which lake Ontario is reached. The [illegible] greater cost of the [illegible] route [illegible] is due in part to its lack of the natural features above referred to and in part to the necessity for doubling nine of the locks to obtain the service which single locks give on the Olcott line.

Mr. Judson declares that the Canadian government is making strenuous efforts to improve its waterways and he describes the various canals and projected canals of that country to show that the United States must do something to protect its commercial interests. His conclusion is:

"There are both physical and financial sureties that New York as well as the west and northwest could lose nothing but must gain much by the proposed Niagara ship canal. It is now fortunate that its construction was not begun in 1867 upon the inefficient scale then proposed, which is practically that of the present Welland canal, which was outgrown before it was finished. The canal when built upon the present project will pass the largest steamers which can navigate the lakes.

"These steamers will be able to place their cargoes at Oswego 20 hours after passing Buffalo; this assumes a much quicker passage of the proposed canal than is possible or is permitted in the Welland canal, whose passage is not allowed to be made in less than 22 hours. This appears to be fixed on a basis of five miles per hour speed and 40 minutes per lock.

"The shorter time here estimated for is based upon the improved methods proposed. The lockages will be fewer and each will be quicker by reason of the hydraulic appliances and the methods of filling and emptying which have proved so perfect at the Sault Ste. Marie lock. This at the Sault requires the movement of five times the water moved in a Welland lockage, but it is effected quietly in an average of 12 minutes for each filling or emptying, while an additional 28 minutes is required to haul in and to place the two to four vessels which fill the lock, to close and open the gates and to haul the vessels out; in all an average of 40 minutes per lockage.

"In the Niagara locks, one fourth smaller, a single steamer will readily pass in 30 minutes. The earth slopes being paved, speed can be made on the two long levels of six and 12 miles each, which form three fourths of the total length. The Niagara canal can be thus passed in 11 hours and the run of 110 miles to Oswego can be made in eight hours. At Oswego the cargoes transferred to canal boats are then 145 miles nearer to New York than at Buffalo and have 168 miles less of canal to traverse to reach the Hudson. The average of many trips to the Hudson of steam canal boats with consort shows six days from Buffalo against four days from Oswego. This shows a clear saving of one and one fifth days or 20 per cent. of the time of the present trip from Buffalo. Having two independent and competing water routes available, shippers would also save the present excessive elevator charges at Buffalo.

"It is no part of the present Niagara ship canal project to provide for a canal of similar size through New York state to tide water, as has been estimated for at various times, by which lake steamers should carry their cargoes to New York or to Europe. Such a waterway if built would not be so used. Steamers fitted to safely weather lake storms would not carry their costly and idle equipment through 360 miles of canal and river to New York. Barges of one tenth the cost would do the work better and cheaper, while much of the expensive construction needed on the ocean would be superfluous on the lakes."

WATER SUPPLY.

JOINT COMMITTEE HAS ANOTHER MEETING.

But Accomplishes Nothing—Chamber of Commerce and Council Still at Variance—Will Any Bill be Passed?

The joint committee of the common council and chamber of commerce on additional water supply held a final meeting in the council chamber yesterday afternoon, but no progress was made whatever in harmonizing the different views of the members, the chamber of commerce men standing up for the gravity amendment and the aldermen opposing the naming in the bill of any system whatever.

When Chairman Kelly called the meeting to order there were present these members of the committee: Aldermen Kelly, McMillan, Fee and Cleveland and James G. Cutler, Clinton Rogers and William H. Gorsline of the chamber of commerce. Secretary McClintock and S. B. Roby of the chamber of commerce, Alderman Tracy and Hall, John Bower, Engineer Tubbs and City Clerk Sheridan were also in attendance.

In calling the committee to order Alderman Kelly sketched briefly the action taken by the common council at its last meeting. He added that it had been hinted that there was a "job" in the common council and that this [illegible] counted for the council's opposition to the all-gravity system. "I don't believe" said he, "there is a member of the common council who would vote against the all-gravity system, if it was believed that the people wanted that system, but I do not think it would be wise to insert in the bill proposed a provision that the gravity system shall be used. There are many citizens who are strongly opposed to this plan." Alderman Kelly closed by reading a letter on the subject written to him by H. B. Hathaway, in which the latter said that it could be but a matter of a few years when it would be necessary for Rochester to go to lake Ontario for water. He thought that under the circumstances it would prove more profitable to go to lake Ontario at once.

J. G. Cutler followed Alderman Kelly. He said that the action of the chamber of commerce committee in appearing before the legislative committee on cities at Albany and advocating the adoption of a report favoring the gravity system was not due to a desire to antagonize the common council or to anticipate any action which might be taken at the present meeting. Last Thursday had been appointed as a day to hear arguments on the water supply bill by the cities committee and the chamber of commerce representatives had to make their plea at that time or not at all. Believing that a body of citizens had as good right to advocate a bill at Albany as had the common council, the representatives urged the adoption of a gravity system and the committee on cities reported such a bill. The chamber of commerce, the speaker concluded, was desirous of meeting the common council in a friendly spirit. Engineer Tubbs, he said, had withdrawn his opposition to the amendment and if the common council would do likewise the amended bill would become a law. Only the opposition of the common council would kill the bill now.

When Chairman Kelly called for further expressions of opinion, S. B. Roby made an extended address, in which he expressed a belief that no additional water supply was needed, but added that if a bill must be passed, he was strongly in favor of the common council bill.

After Mr. Roby had sat down, Engineer Tubbs explained his action in withdrawing his opposition to the all-gravity plan. He said that the city needed more water and needed it at once. While he still believed his plan for pumping to be the best and cheapest yet, he was willing that any other plan should be adopted provided that an additional supply was obtained without delay.

John Bower said he wished to put himself on record as agreeing with Senator McNaughton that the bill should be passed without reference to the system to be used. The question of gravity or pumping should be left until the comparative costs and effectiveness could be finally determined. He thought it unwise for any one to threaten to defeat the bill if the gravity system were not provided for in the bill.

Alderman Kelly said that if the chamber of commerce representatives believed that the bill must become a law with the all-gravity amendment or not at all, they could scarcely object if the common council decided that it must become a law without the amendment or not at all.

Considerable discussion of a general character followed, after which Alderman Kelly announced that a special meeting of the common council would be held some time to-day to receive the report of the committee, and an adjournment was then taken.

In conversation with a reporter an alderman, who is not on the committee, stated that there was not much probability that any bill at all would be passed at Albany this session.

CHARTER REFORM.

ANOTHER MOVEMENT FOR THAT PURPOSE.

Committee of Ten Appointed by the Chamber of Commerce To Call a Convention Representing All Interests.

At twenty minutes after eight o'clock last evening the regular monthly meeting of the chamber of commerce was called to order by President L. P. Ross. The minutes of the last meeting were read, after which Secretary McClintock read a letter from the Hide and Shoe Leather association of New York. A protest was inclosed against the proposed duty on hides and signatures were asked to a petition to congress. The secretary read a statement of the objects of the New York State Roads Improvement association. He stated the conditions of membership and several signed the roll during the evening.

A. S. Hamilton called from the table his resolution offered at the March meeting providing for the appointment of a committee of 10 to call a conference which shall name a committee on the remodeling of the charter. He said that nothing had been publicly done looking to charter revision within the past month. He did not believe that the public distrusted all movements emanating from the chamber of commerce [illegible]. He said that there need be no antagonism between the chamber of commerce and the common council. A charter should be drawn up, discussed and submitted to the next legislature.

The resolution was read by the secretary and also an amendment accepted by the mover at the last meeting, inviting the charter revision committee of the council to co-operate with the chamber of commerce. Henry Michaels thought that the common council should invite the chamber of commerce to co-operate with it in this work instead of the chamber inviting the council. H. S. Mackie was in favor of Mr. Hamilton's resolution. It was not clear in his mind that the common council had any power to draw up a charter. Mr. Michaels reiterated that the only way to secure a new charter was to unite with the common council. He said the old municipal reform league had tried to enact a charter and failed because the council worked against it.

Mr. Hamilton said the municipal reform league was a very different body from the chamber of commerce. He believed that the municipal reform league would have carried its charter had the league been composed of better politicians. He referred to the way the charter ballots disappeared on the day the instrument was submitted to the people. He did not believe it was impertinent for the chamber of commerce to enter upon this work of forming a new charter and thought that the people were looking to the chamber for a remedy for the present condition of things.

S. B. Roby said the new charter was not a "cure-all" for all municipal affairs. He thought the charter should not overlook very grave matters, like the bonding of this city for an additional water conduit. He said the water supply question had never been put to vote in a full meeting of the chamber. Clinton Rogers raised a point of order that Mr. Roby was not speaking to the question and President Ross decided that remarks on the water question were out of order while the charter was being discussed.

John Fahy inquired about the council committee on charter revision and Secretary McClintock said its chairman, Alderman Selye, had assured him that he proposed to go into the matter very exhaustively and write to many large cities. Mr. Fahy favored the resolution but said that a charter "right down from above" would do no good if the citizens did not turn out to the caucuses and select good men to office. A. S. Hamilton said that at the last Third ward primary aged citizens could not vote and the respectable people were crowded out in many instances. He continued: "Two members of the ward committee said to the other one, 'Do not bring your poll list.' There was a large delegation from the Eighth ward at that caucus and from other wards. What good is it to go to such a caucus? We want a law to prevent men from other parties and from other wards voting at our caucuses. We cannot get any relief from the politicians and we need to get some power to secure reforms."

Clinton Rogers did not see any politics in the proposed movement. He thought Alderman Selye's committee would gladly co-operate with the chamber of commerce. He was in favor of Mr. Hamilton's resolution. Henry Michaels said that a new charter must come from the council in order to be successful. It would not be a credit to the chamber to get up a charter and then have it defeated.

D. M. Anthony believed that it would be well to have the chamber of commerce co-operate with the council. Clinton Rogers said the committee of 10 should co-operate with Alderman Selye's committee. F. J. Amsden thought that all the chamber need do was to take the initiation and merely appoint a committee to call a conference and let the conference decide what it should do. Mr. Hamilton said this was his original motion.

John Fahy moved as a substitute that a committee of 10 be appointed to call a convention for the consideration of the subject. Thomas Bolton favored Mr. Hamilton's original resolution. Mr. Fahy withdrew his substitute and Mr. Hamilton moved the adoption of his original resolution without the amendment accepted by him at the last meeting. The resolution was then carried. There were a few dissenting voices. The resolution follows:

Resolved, That a committee of 10 be appointed by the chair to call a convention representing the various interests of the city and that convention shall appoint a committee to draw up a charter to be submitted for adoption.

There was no further business and the chamber adjourned at 9:15 P. M. After adjournment President Ross announced the following committee: A. S. Hamilton, W. C. Barry, Eugene T. Curtis, J. E. Booth, Henry Michaels, Frederick Cook, H. S. Greenleaf, William S. Kimball, Henry C. Brewster and Ira L. Otis.

Democrat and Chronicle
APRIL 15, 1890.

NOW FOR A NEW CHARTER

The Chamber of Commerce Will Call a Convention of Citizens.

OPINIONS FREELY EXPRESSED

A. S. Hamilton's Original Motion Providing for the Appointment of a Committee of Ten Finally Adopted—Personnel of the Committee.

The Chamber of Commerce, at its monthly meeting, last evening, again took up the subject of a new charter, and a long discussion resulted in the adoption of a plan which provides for the calling of a convention to discuss the charter question.

It was about 8:20 o'clock when President Ross rapped for order, and after the minutes of the previous meeting, read by Secretaty McClintock, were approved, the Secretary read a letter from the hide and leather and shoe interests, of New York, asking for co-operation in the matter of opposing an increase in the duty on hides. He also read a statement of the New York State Roads Improvement Association, recently organized in Utica.

At this point, Arthur S. Hamilton called from the table his resolution, offered at the previous monthly meeting, calling for the appointment of a committee of ten to call a conference to act upon the subject of charter amendments. "I believe," said Mr. Hamilton, "that we have the confidence of people, and all have come to feel that they can appeal to the Chamber of Commerce to look out for the interests of the city." There need be, he thought, no conflict between such a committee and the Common Council. There should be a harmony of interests.

Henry Michaels thought it a little absurd in the Chamber of Commerce to invite the Common Council to co-operate with them. If the council were to invite the committee from the chamber to co-operate with it, it would be all right. "It would be taking upon ourselves a great responsibility to set out to formulate a charter, since we are a private body."

H. S. Mackie said the time was ripe when active measures should be taken toward formulating a new charter, and he was not at all sure that it was the business of the council to formulate a charter, or that it would do so, even if it were the duty of the council.

Henry Michaels spoke again and made reference to the action of the reform league, a few years ago, which, he said, made a signal failure.

Mr. Hamilton replied that that charter would have been adopted if it had been the politicians who were active in the matter. He recalled the fact that the ballots were made way with by the enemies of the measure else the measure would have been adopted by an overwhelming majority. "The people look to the chamber," said he, "to do just such work as this, and it will not be indelicate to take the initiative in the matter." The present charter was a mere patchwork, and its retention was dangerous to the best interests of the city.

S. B. Roby arose to speak, but as he branched out upon the question of water supply, he was called to order.

Mr. Michaels said he did not wish it understood he was opposed to the new charter; it was only a question of the source from which it should emanate.

J. Fahy could see no objection to the appointment of such a committee, but he thought that the present charter was as good as any that could be formulated, if the citizens interested would only attend all the primaries and see that moral government was promulgated. "You will find," said he, "that the people who are carrying on the government are professional politicians, who care little for the welfare of the city."

Mr. Hamilton said it did not amount to the snap of one's finger how many good citizens attended the primaries under the present charter. "We want a charter that will make it obligatory for the ward committee to bring the poll list, and for any man to go on record as to the party to which he belongs. We need a new charter to protect our honest citizens at the primaries."

Clinton Rogers said he believed that Alderman Selye, chairman of the council charter committee, expected to go into the matter very exhaustively, and he was sure the alderman would be glad to co-operate with a committee from the chamber. "I think this matter of politics," said he, "being in the Chamber of Commerce, is all a bug-bear. The new charter will be for Democrats and Republicans."

"You offer a charter, no matter if it be tinted with gold," said Harry Michaels, "if it don't suit the politicians it will be defeated by the Common Council."

Frank J. Amsden, thought all the preliminaries should be left to the convention. The Chamber should content itself with appointing a committee.

J. Fahy offered a substitute for the whole, that a committee of ten should be appointed, who should call a convention to decide the question of a new charter. The substitute offered by Mr. Fahy, being in substance the motion originally offered by Mr. Hamilton, Mr. Fahy withdrew his motion, and the vote was taken upon Mr. Hamilton's original motion, and it was adopted. This motion provides for the appointment of a committee of ten who shall call a convention; the convention to appoint a committee whose duty it shall be to prepare a charter to be submitted to the people. President Ross appointed as such committee: A. S. Hamilton, W. C. Barry, Eugene T. Curtis, J. E. Booth, Henry Michaels, Fred Cook, H. S. Greenleaf, H. S. Kimball, H. C. Brewster and Ira T. Otis.

The Chamber at this point adjourned.

Central Library of Rochester and Monroe County
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WATER SUPPLY LITERATURE.

Conference of Chamber of Commerce and Council Committees.

The literature upon the water supply question is to have another addition to-day, when the special committee, of which Alderman Kelley is chairman, will make its final report. For this purpose, at the request of the committee, Mayor Carroll will call a special meeting of the Common Council some time to-day.

This committee held a joint session with the Chamber of Commerce yesterday afternoon in the council chamber. Of the committee there were present Aldermen Kelly, McMillan, Fee and Cleveland; Clinton Rogers, W. H. Gorsline, J. E. Booth, of the Chamber of Commerce committee; S. B. Roby and Secretary McClintock, also of the Chamber of Commerce; Aldermen Tracy and Hall, John Bower, Chief Engineer Tubbs, and City Clerk Sheridan.

Alderman Kelly in calling the meeting to order, sketched the various actions of the Council upon the water question, and repudiated the imputation which he said had been hinted at, that the Council was "engaged in a job," because it had not favored the all-gravity plan. "I don't believe," said he, "there is a member of the Council who would not vote for the all-gravity plan if it is shown that a majority of the citizens favor that plan." The alderman said he did not think it wise to weight the bill down with an amendment at this time, as it might impede its progress through the Legislature.

Alderman Kelly also read a letter from H. B. Hathaway, in which that gentleman gave the opinion that it would only be a matter of time when the city would be compelled to go to Lake Ontario for water. "Why not, then," added the letter, "go to Ontario at once and thus solve the problem?"

Mr. Cutler spoke of the action of the Chamber of Commerce committee, in appearing before the Senate cities committee at Albany on the water question, saying it did not do so to antagonize the Council or to prejudice the Legislature or anyone else against any action which the committee might take at the present time.

Alderman McMillan said that while he had favored the all-gravity line he was not sure as to the advisability of the enabling act being weighted down with any amendments to that effect. "I would like to see the bill go through the Legislature. If it can go through easier with the all-gravity clause in it, all right. But I don't think it can."

Considerable time was consumed in general discussion. Before adjournment Chief Tubbs said: "I have been charged with having great influence with the Common Council. I want to take occasion to say that I never solicited the support of one single alderman to my plan, and until now I did not know how my own alderman stood on the question; I did not know how a single alderman would vote. Politically I am opposed to two-thirds of the aldermen, so just where any great pull with them is I don't know. I do my talking openly and the only influence I endeavor to bring to bear on one is sound argument."

Alderman Roby vouched for what Mr. Tubbs had said so far as he himself was concerned, and said that when the time comes if public opinion does not change he would vote for the all-gravity plan. What we want now" said he, is an enabling act and the details can be arranged afterwards."

After the general meeting was adjourned the members of the committee held a private conference.

GUARD THE WATER BILL.

If it be true that the Common Council and the Executive Board would not, for any consideration, outrage the sentiment of the people of Rochester by adopting the pumping system in connection with the new water conduit, it is difficult to see why there should be any opposition to inserting the all-gravity amendment in the bill now pending at Albany. Yet there was such opposition, and it was very earnest and persistent. There was a determination to have the bill passed so as to permit the wrong thing to be done, even though everybody was driven into making a protest that there was no intention of doing it. The opposition to the all-gravity clause was finally overcome by the most strenuous efforts on the part of the Chamber of Commerce and the citizens generally. Mr. Tubbs and his small coterie of fellow-pumpers have apparently subsided and probably will not make much more trouble.

The battle must now be fought in Albany. No vigilance should be relaxed until the bill, in proper shape, is in the hands of the Governor. The pumpers may see fit to invade the state capital. Any move which they might make in that direction would probably be barren of results, but it is well to be on guard. It is to be assumed that Senator McNaughton and Assemblyman Courtney will be faithful to their constituents, and allow no bill to be passed without the all-gravity amendment. Nevertheless, it is well that they be backed by an unmistakable manifestation of Rochester's public sentiment to the end that there be no remote possibility of a measure becoming a law which is not in accordance with such sentiment.

THE Chamber of Commerce last evening again showed that it is alive to the interests of Rochester. The matter under consideration was a new charter, and the Chamber appointed a committee of ten of its members, whose duty it shall be to call a convention. The convention is to appoint a committee of representative citizens, to prepare a new charter for submission to the people. This places the work where it properly belongs, and gives ... interests, and ... thought of the city to the important subject in hand. The result ought to be a charter for Rochester which will meet the present condition and future needs of the city.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 15, 1890.

COMMON COUNCIL MEETING.

Report of the Special Water Supply Committee.

At the special meeting of the Common Council this afternoon the committee appointed to consider the question connected with the water supply bill submitted a report, signed by Aldermen Kelly and Fee, as follows:

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Your committee, appointed at the last meeting of the Common Council to obtain the opinions, and listen to the arguments of any and all citizens on the subject of the enabling act for an additional water supply, now before the Legislature, would respectfully report.

It is quite generally known that on last Thursday there was a hearing on said bill before the Assembly Committee on Cities, at which hearing representatives of the Chamber of Commerce, the Executive Board and Common Council presented arguments in relation to said bill.

Those who appeared in behalf of the Chamber of Commerce contended that a clause should be inserted in the bill to the effect that the conduit line should be an all-gravity one. The city's representatives, on the other hand, insisted that the act should pass without such amendment. The committee reported in favor of the bill, as amended by the Chamber of Commerce, and it is now before the Assembly in that shape, while in the Senate the bill has been ordered to a third reading, as originally drafted.

This condition of things made it desirable that the opposing forces should be brought together, if possible, and that the conflicting views of the various interests should be harmonized.

To that end a meeting was held in the Council chamber yesterday afternoon. The meeting had been freely advertised, and the representatives of the Chamber of Commerce notified to appear. A number of gentlemen from the latter body were present and presented their arguments before your committee. Mr. Cutler, in behalf of the Chamber of Commerce, argued in favor of the amendment. Messrs. Roby, Bower and Hathaway (the latter by a written communication to the committee) held dissenting views. Messrs. Roby and Hathaway thought it might be deemed desirable in the future, if more water were needed, to obtain the same from Lake Ontario, while Mr. Bower strongly contended that the bill should not commit the Council to any particular system of obtaining the supply, but that the authorities should be left free to adopt that plan which a more careful examination of the question might demonstrate as the cheapest and the one best calculated to conserve the interests of the taxpayers of Rochester.

It was further urged in support of the bill, as originally drawn, that if no alternative was given the authorities, except to draw the water from one source, it would be extremely difficult and costly to acquire the property and easements needed for the system; that no change could be made if future developments proved a change desirable or necessary, and that if the bill suggested in any way the source of supply, such opposition to the act might be developed as would endanger its passage at this session of the Legislature.

It was stated by Mr. Bower, Mr. Hathaway and others, that in their opinion, the water bonds could be sold to better advantage, and at a lower rate of interest, if they were made redeemable at the end of twenty years, instead of ten years, from the date of issue. We think this amendment should be made to the bill.

Your committee, after hearing all the arguments, are firmly convinced that the bill should pass without the amendment in regard to gravity. We recognize the fact that an additional supply may be needed in the near future, and we would most strongly deprecate any action on the part of any one that might bring about a water famine in this city.

Your committee are convinced that the Common Council and the Executive Board are devoted quite as strongly to the interests and welfare of the taxpayers of this city as any other body of men; that it is the wish of every member of this Board to do that which the people desire to have accomplished, and that no disposition exists on the part of any member of the Common Council to oppose the wishes of his constituents.

We think we can assure members of the Chamber of Commerce that neither Chief Engineer Tubbs, or any other man or set of men, exerts such an influence over the Common Council as would impel it to betray the trust reposed in it, and that its action will be guided by the individual views or prejudices of no man, but by the conscientious motive that alone should obtain in the faithful and honest discharge of public duty by the people's servants and representatives.

Your committee, accordingly, recommend that the Common Council request the representatives of the city in the State Legislature to urge the passage of the water bonding bill, as originally drawn, and without any amendment, except that the time for the redemption of the bonds be changed from ten to twenty years after the date of issue. We believe it unnecessary and improper that the hands of the authorities should be tied by the insertion in the bill of the gravity clause, although at the present time most members would doubtless favor the all-gravity plan. Respectfully submitted,

J. MILLER KELLY,
JOSEPH H. FEE,
Committee.

Alderman Lempert was not present at the committee meeting, being out of town. Aldermen McMillan and Cleveland, the other members of the committee, did not sign the report.

Aldermen McMillan and Cleveland offered an amendment to strike out the last clause of the report and substitute the following:

We deem the passage of an act for an additional supply to be the thing of paramount importance in the matter. And in view of this fact we think no action should be taken by this Council that will jeopardize the passage of said act, and in deference to the wishes of the people who consider an all-gravity clause should be inserted, we respectfully recommend that the people's representatives at Albany be instructed to amend the bill in that respect and urge its passage.

CHARTER REVISION.

Ald. Selye Outlines the Work of the Special Committee.

Ald. Selye will soon call a meeting of the special aldermanic committee on charter revision, of which he is chairman. To a reporter this morning the alderman said: "We shall invite the Chamber of Commerce, labor organizations and loan associations to send delegates. After the work is started meetings will be held from 4 to 6 p. m. for five days every week. The work will be divided into sections and sub-committees appointed to take charge of the various sections."

Continuing the alderman said that for a year past he has given up all his time to the water supply question, almost to the entire exclusion of his private business, and he has been straightening up his own affairs a little before taking up the subject of charter revision.

Details of the Deal Involving Millions of Dollars.

An Associated Press dispatch received to-day from New York ... learned last night ... the ... interest in the Buffalo, Rochester & Pittsburg railway was virtually completed, but as the papers had not been passed there was reluctance on the part of the sellers to speak of the details. An official announcement will be made in a few days. Adrian Iselin, who held the largest amount of stock was seen.

He said: "It is true I have sold my interest in the company to Bell, Lewis & Yates, but the details are not completed, and therefore I do not care to speak about the matter. All the stockholders are protected, and there will be no objection whatever so far as I can see. The transaction will be beneficial to the property and will virtually consolidate the coal interests in the territory through which the road runs. There is nothing to conceal about the sale, but I do not wish to speak until the matter is in a shape to be placed before the public officially."

The stock sold by Iselin to the Buffalo-Rochester syndicate is understood to be $4,000,000 par value. The total capital of the company is $12,000,000, divided equally between preferred and common shares. Iselin's interest, while not an absolute ownership, is sufficient to transfer the control to the syndicate. The price could not be learned. The stock closed at 26 Saturday, but much higher bids are said to have been made yesterday. The control of the Rochester Coal and Iron Company goes with the railroad stock for the reason that the railroad owns 40,000 shares in the Coal and Iron Company. The present directors of the Buffalo, Rochester & Pittsburg railway are Henry I. Barbey, Henry Fatio, Adrian Iselin, Jr., Wheeler H. Peckham, Alfred Roosevelt, A. H. Stevens, W. H. Brown, Adrian Iselin, John H. Hecart, Aug. Richard, Arthur W. Sherman, Frederick D. Tappen and J. Kennedy Tod. The changes in the board required by the transfer of control have not been arranged. It is believed, however, that Peckham, Roosevelt, Brown, Tappen and Tod will remain the in board. Adrian Iselin, Jr., will resign the presidency in favor of Arthur G. Yates, but will remain a director.

The Post-Express.
ROCHESTER, TUESDAY, APRIL 15.

THE CONDUIT BILL

TWO ASSEMBLYMEN IN FAVOR OF MR. HUNT'S AMENDMENTS.

Abbey and Davis Think the City Should Take Water For Only Necessary Purposes — Other Rochester Measures at Albany—Notes.

SPECIAL TO THE POST-EXPRESS.

ALBANY, April 15.—At the hearing before the railroad commissioners yesterday afternoon on the question of grade crossings in the western portion of Rochester, City Surveyor Peacock presented the citizens' side of the case. Chief Engineer Hoyt, of the B., R. & P., did not oppose elevated tracks but directed his efforts to urging the cheapest plan consistent with the public safety.

The Lyell and Saxton street sewer bill was referred to the assembly ways and means committee to-day.

Messrs Abbey of Ontario and Davis of Livingston will oppose the conduit bill unless it is amended as proposed by Mr. Hunt of Honeoye, to provide that no water shall be taken from Hemlock lake except for necessary purposes.

The city charter bill is on third reading day calendar in the assembly, but will not be reached to-day.

Among the bills passed by the senate last night were: Senator Van Gorder's Mount Morris annexation bill and Senator McNaughton's appropriation of $31,500 for the Rochester industrial school.

NEW ELECTRIC SYSTEM.

Mayor Carroll Refers to His Recommendation.

In reference to a paragraph in this morning's *Democrat* Mayor Carroll said to a POST-EXPRESS reporter: "I was under the impression that my recommendation in regard to a new system of electric police and fire signals in my message to the common council fully explained itself. I said, if you will remember, that the experiment of street boxes with a telephone inside had been tried and found wanting. I recommended the introduction of some system that is capable of application to many public purposes. Let me quote:

Rochester covers a large area of territory, our houses in the suburbs are detached, and our police force, by reason of the long patrol posts, must necessarily be scattered over a great deal of ground. We should have a system of police signals, so that an officer may be communicated with no matter where he may be on his post, either in the daytime or at night. By the adoption of a simple yet practical auxiliary fire service, greater security and protection to citizens in their homes and in their factories, offices and shops would be given. I am not familiar enough with the various systems of electric signalling in vogue to speak of their relative merits, but I think the time has come for the consideration of a matter of such vital importance to the future welfare and safety of the city.

"Is this plain enough? I threw out the

WEST SHORE RAILROAD.
N.Y.C.& H.R.R.R.Co., Lessee.
Revised December 22d, 1889.

He Says He Will Not Withdraw His Resignation.

Alderman Thayer told a reporter this morning that he is firm in his refusal to serve longer the voters of the Sixteenth ward in the board of aldermen. "I need a rest," he said, "and however much I may regret it, I must retire from the board of aldermen. It should be said in justification of my course that I represent the largest ward in the city; I mean it covers a wider area of territory than any other ward. Such a district requires greater time and attention than one of the inside wards. The residents of every section of the ward want improvements. They need new streets, new sewers, electric lights, etc., and these matters require more time than I am able to give them. I appreciate the kind words of my constituents, but I am compelled in justice to the interests of myself and my associates in business to withdraw from official life."

Union & Ad. Apr. 16th/90.

THE WATER SUPPLY BILL.

Action of the Common Council Yesterday Afternoon.

Ald. Tracy, McMillan, Fee, Rauber, Cleveland, Shelter, Selye, Hall, Bierbreur, Schroth, Bohrer and Kelly were present at the special Common Council meeting yesterday afternoon. After the reports of the two sections of the committee were read, as given in yesterday's city edition of the UNION, Ald. Kelly offered the following resolution:

Resolved, That the representatives of this city in the state Legislature be and they are hereby respectfully requested to urge to speedy passage the water bonding bill as originally presented without amendment, except that the time for the redemption of the bonds be twenty years instead of ten years from the date of issue.

Ald. McMillan moved as an amendment that the words "as amended" be substituted for the words "as originally presented without amendment." In speaking on the resolution Ald. Kelly said he had conferred with several citizens who signed the petition for an all-gravity amendment who had since changed their minds. Among these were Henry B. Hathaway, whose views were referred to in the report, and also Mr. Barry. The alderman said if he were obliged to vote on the question at present he would vote for an all-gravity plan, and he knew of no reason to effect any change of opinion. "But there are reasons," he said, "why the all-gravity amendment should not be inserted in the enabling act. One reason was that with the amendment the city will be restricted to one lake for its water. Under such circumstances the mill owners and others will naturally ask too high prices for their property. There will be nothing to do except to condemn the property. When the city built the first conduit it paid altogether too much money to the millers, although the awards were made by a commission of honorable men and the city attorney and Emil Kuichling fought hard against it. The argument of the millers on which they obtained so large awards was that the city went down there and took their water without asking their consent. Yet it is now proposed to do exactly the same thing over again. There is no alderman who can afford to vote against the wishes of the people. When the time comes to vote on the question I shall certainly vote for gravity if the people show they want it. The chamber of Commerce representatives tell us unless the amendment be inserted they will kill the bill. It is then a question as to which shall yield. The aldermen are responsible to the people. If we vote for their amendment and it turns out to be a blunder we should have to shoulder the blame. That has always been the case in the past where aldermen have acted under the advice of any body of citizens, and made any mistake. I believe in advising with the Chamber of Commerce and always will while I am a member of this council. But I do not believe its representatives have the right to dictate to me what course I shall pursue. I think the aldermen should have manhood enough to resist any attempt to dictate to them."

Ald. McMillan said he offered the amendment merely because he believed it of paramount importance to secure an additional supply of water. His amendment was lost on a vote.

Ald. Kelly's resolution was then adopted, negative votes being cast by Aldermen McMillan, Cleveland and Shelter. In explaining his vote Ald. Selye said he believed the enabling act would be killed if not amended as desired by the Chamber of Commerce. He wanted the act killed as he did not believe in any additional supply. Therefore he voted for the resolution as the best way to kill the act. Ald. Schroth took the same ground.

Alderman Fee offered the following resolution on the death of Alderman Sullivan's father which was adopted by a rising vote:

Whereas, Since the last meeting of this board Alderman Sullivan has suffered by death the loss of his father, who was for many years a honored and respected citizen of Rochester; therefore,

Resolved, That this Common Council feels that the city of Rochester has, in the death of James Sullivan, suffered the loss of one of its best citizens, and that the heartfelt sympathy of each and every member of the board be and it is hereby extended to Alderman William H. Sullivan in this time of grief and sorrow.

Hemlock, Ontario or Well Water?

Editor Union and Advertiser:

In these days of discussion on the much vexed question of our city water supply, may I be allowed to offer a few suggestions as from the standpoint of a common-sense outsider?

Imprimis—If any important action is contemplated by our authorities in the near future for increasing said water supply—a matter so vital to the true interests of ... from Lake Ontario. This should have been done at the first, but now, if more millions are to be drawn from the purses of our citizens for water let us by all means draw from the illimitable lake north of us, rather than from the miserable cess-pools whence our present water supply is obtained. The rough and tumble of glorious old Ontario by the elements through all seasons of the year must purify and aerate it absolutely. It would seem that but a small measure of hydraulic skill would be needed to transport its waters to our city, and the supply would be exhaustless.

In these days when the advocates of temperance are working so strenuously against the use of intoxicating beverages, it is a deplorable fact that the thirsty multitude cannot obtain through the whole warm season, cool, refreshing water to drink, unless ice be brought into use. The Hemlock water may serve all needful purposes in our households, and for road-sprinkling, etc., but as a summer beverage it is intolerable, absolutely intolerable.

I offer another suggestion. Why not bore through the rock for a supply of good drinking water? In Livingston county the boring for good water is being very successfully practiced. A friend of mine in the vicinity of Avon bored thus for water last summer, using an old well as a basis of operations. Down they went ninety feet, boring through the solid rock, and the pure cold water came nearly to the surface, an exhaustless supply of the very best drinking water imaginable, with no need of ice to make it palatable. It cost my friend just $100 to obtain this water supply; by the aid of a pump he has it brought right to hand. Had he consented to an additional ten feet of boring the water would have risen to the surface and flowed over. Why could we not have in Rochester hundreds of such wells? A young mechanic remarked to me last summer, with pathetic appeal, "What *can* we drink? It is not possible to use the Hemlock water without ice, and icewater is very bad to use when one is hot and thirsty; beer costs too much and does not quench thirst either and gets one into bad habits." Why not have water supplied thus from a bored well within reach of every manufacturing establishment in the city? The expense would be as nothing in view of the resultant good. E. M. A.

Rochester, April 15.

ROCHESTER MORNING HERALD

April 16th/90.

NINE TO THREE.

THE COUNCIL WANTS THE ORIGINAL BILL.

More Talk About Water—Alderman Kelly Says the People's Representatives Will Not Submit to Dictation.

As had been previously announced a special meeting of the common council was held yesterday to consider the water question. The hour was fixed at 3 P. M. and at that time the council convened. Twelve aldermen were in attendance, the absentees being Messrs. Sullivan, Lempert, Judson and Thayer. President Tracy called the board to order and then Clerk Sheridan read the call for a special meeting "to consider the subject of the water supply," which was signed by Mayor Carroll.

Alderman Kelly then presented the following report from the special committee appointed at the last meeting to consider the water conduit question:

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Your committee, appointed at the last meeting of the Common Council to obtain the opinions, and listen to the arguments of any and all citizens on the subject of the enabling act for an additional water supply, now before the Legislature, would respectfully report.

It is quite generally known that on last Thursday there was a hearing on said bill before the Assembly Committee on Cities, at which hearing representatives of the Chamber of Commerce, the Executive Board and Common Council presented arguments in relation to said bill.

Those who appeared in behalf of the Chamber of Commerce contended that a clause should be inserted in the bill to the effect that the conduit line should be an all-gravity one. The city's representatives, on the other hand, insisted that the act should pass without such amendment. The committee reported in favor of the bill, as amended by the Chamber of Commerce, and it is now before the Assembly in that shape, while in the Senate the bill has been ordered to a third reading, as originally drafted.

This condition of things made it desirable that the opposing forces should be brought together, if possible, and that the conflicting views of the various interests should be harmonized.

To that end a meeting was held in the Council chamber yesterday afternoon. The meeting had been freely advertised, and the representatives of the Chamber of Commerce notified to appear. A number of gentlemen from the latter body were present and presented their arguments before your committee. Mr. Cutler, in behalf of the Chamber of Commerce, argued in favor of the amendment. Messrs. Roby, Bower and Hathaway (the latter by a written communication to the committee) held dissenting views. Messrs. Roby and Hathaway thought it might be deemed desirable in the future, if more water were needed, to obtain the same from Lake Ontario, while Mr. Bower strongly contended that the bill should not commit the Council to any particular system of obtaining the supply, but that the authorities should be left free to adopt that plan which a more careful examination of the question might demonstrate as the cheapest and the one best calculated to conserve the interests of the taxpayers of Rochester.

It was further urged in support of the bill, as originally drawn, that if no alternative was given the authorities, except to draw the water from one source, it would be extremely difficult and costly to acquire the property and easements needed for the system; that no change could be made if future developments proved a change desirable or necessary, and that if the bill suggested in any way the source of supply, such opposition to the act might be developed as would endanger its passage at this session of the Legislature.

It was stated by Mr. Bower, Mr. Hathaway and others, that in their opinion, the water bonds could be sold to better advantage, and at a lower rate of interest, if they were made redeemable at the end of twenty years, instead of ten years, from the date of issue. We think this amendment should be made to the bill.

Your committee, after hearing all the arguments, are firmly convinced that the bill should pass without the amendment in regard to gravity. We recognize the fact that an additional supply may be needed in the near future, and we would most strongly deprecate any action on the part of any one that might bring about a water famine in this city.

Your committee are convinced that the Common Council and the Executive Board are devoted quite as strongly to the interests and welfare of the taxpayers of this city as any other body of men; that it is the wish of every member of this Board to do that which the people desire to have accomplished, and that no disposition exists on the part of any member of the Common Council to oppose the wishes of his constituents.

We think we can assure members of the Chamber of Commerce that neither Chief Engineer Tubbs, or any other man or set of men, exerts such an influence over the Common Council as would impel it to betray the trust reposed in it, and that its action will be guided by the individual views or prejudices of no man, but by the conscientious motive that alone should obtain in the faithful and honest discharge of public duty by the people's servants and representatives.

Your committee, accordingly, recommend that the Common Council request the representatives of the city in the State Legislature to urge the passage of the water bonding bill, as originally drawn, and without any amendment, except that the time for the redemption of the bonds be changed from ten to twenty years after the date of issue. We believe it unnecessary and improper that the hands of the authorities should be tied by the insertion in the bill of the gravity clause, although at the present time most members would doubtless favor the all-gravity plan. Respectfully submitted,

J. MILLER KELLY,
JOSEPH H. FEE,
Committee.

Alderman Lempert is out of town and did not attend the committee meeting. The two other members, Aldermen McMillan and Cleveland, agreed to all of Alderman Kelly's report except the last paragraph. They signed a report giving the following as a substitute for the portion referring to the advisability of passing the bill without amendment:

We deem the passage of an act for an additional supply to be the thing of paramount importance in the matter. And in view of this fact we think no action should be taken by this council that will jeopardize the passage of said act, and in deference to the wishes of the people who consider an all-gravity clause should be inserted, we respectfully recommend that the people's representatives at Albany be instructed to amend the bill in that respect and urge its passage.

Alderman Kelly offered the following resolution embodying his views and moved its adoption:

Resolved, That the representatives of this city in the state legislature be and they are hereby respectfully requested to urge to speedy passage the water bonding bill as originally presented without amendment, except that the time for the redemption of the bonds be 20 years instead of 10 years from the date of issue.

Alderman McMillan moved as an amendment that the words "as amended" be substituted for the words "as originally presented without amendment." Alderman Kelly made quite an extended speech in opposition to the amendment. He reviewed the history of the water controversy and said that *Henry B. Hathaway* and other business men were *in favor* of passing the enabling act and *settling* upon the system to be used afterward. He continued: "It is thought the council has some scheme to beat the people, that the aldermen are laying in with Mr. Tubbs for some bad purpose. Mr. Tubbs has never approached me on this subject. I supposed at first that Mr. Tubbs' plan was most practicable. The majority of the press were with Mr. Tubbs. But my views have changed. I should now vote for the all-gravity plan if the question were before us. But I see reasons why this bill should not be amended. The amendment means practically that we must go to Hemlock or Conesus lake. It prevents us from going to lake Ontario, if that is thought best. We do not want to tell the Honeoye millers that we have got to go to Hemlock lake. They will then increase their demands. The chamber of commerce representatives say that if the all-gravity system is not put in the bill the bill will be beaten. It has come to a question of which shall yield. The members of the common council will not dare to vote against the gravity system if the people want it. We are the representatives of the people and are responsible to the people. I believe in advising with the chamber of commerce but I do not believe in being dictated to by any one. We have manhood enough to resist any such attempt. I believe that the resolution of the alderman of the Third ought to be defeated."

Alderman McMillan in reply said that the water question was the paramount question before the people. The council could not afford to take the position of defeating the project. For this reason the alderman should allow the amendment to be inserted in the bill.

Alderman McMillan's resolution was then voted down and the roll was called on the original resolution of Alderman Kelly. Alderman Selye *explained* his vote. He did not think any more water was needed and wished to vote blank. Alderman Kelly objected and Alderman Selye finally voted in the affirmative saying there would be a Kilkenny fight anyhow and the bill would be killed. That would serve his purpose very well, he thought. Alderman Hall said he favored the gravity plan but would vote for Alder-

...ain and Front Sts.
...man & Co
in Rochester.
Suits for gentlemen can
...wing. We feel confident

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

WATER SUPPLY LITERATURE.

Conference of Chamber of Commerce and Council Committees.

The literature upon the water supply question is to have another addition to-day, when the special committee, of which Alderman Kelley is chairman, will make its final report. For this purpose, at the request of the committee, Mayor Carroll will call a special meeting of the Common Council some time to-day.

This committee held a joint session with the Chamber of Commerce yesterday afternoon in the council chamber. Of the committee there were present Aldermen Kelly, McMillan, Fee and Cleveland; Clinton Rogers, W. H. Gorsline, J. E. Booth, of the Chamber of Commerce committee; S. B. Roby and Secretary McClintock, also of the Chamber of Commerce; Aldermen Tracy and Hall, John Bower, Chief Engineer Tubbs, and City Clerk Sheridan.

Alderman Kelly in calling the meeting to order, sketched the various actions of the Council upon the water question, and repudiated the imputation which he said had been hinted at, that the Council was "engaged in a job," because it had not favored the all-gravity plan. "I don't believe," said he, "there is a member of the Council who would not vote for the all-gravity plan if it is shown that a majority of the citizens favor that plan." The alderman said he did not think it wise to weight the bill down with an amendment at this time, as it might impede its progress through the Legislature.

Alderman Kelly also read a letter from H. B. Hathaway, in which that gentleman gave the opinion that it would only be a matter of time when the city would be compelled to go to Lake Ontario for water. "Why not, then," added the letter, "go to Ontario at once and thus solve the problem?"

Mr. Cutler spoke of the action of the Chamber of Commerce committee, in appearing before the Senate cities committee at Albany on the water question, saying it did not do so to antagonize the Council or to prejudice the Legislature or anyone else against any action which the committee might take at the present time.

Alderman McMillan said that while he had favored the all-gravity line he was not sure as to the advisability of the enabling act being weighted down with any amendments to that effect. "I would like to see the bill go through the Legislature. If it can go through easier with the all-gravity clause in it, all right. But I don't think it can."

Considerable time was consumed in general discussion. Before adjournment Chief Tubbs said: "I have been charged with having great influence with the Common Council. I want to take occasion to say that I never solicited the support of one single alderman to my plan, and until now I did not know how my own alderman stood on the question; I did not know how a single alderman would vote. Politically I am opposed to two-thirds of the aldermen, so just where any great pull with them is I don't know. I do my talking openly and the only influence I endeavor to bring to bear on one is sound argument."

Alderman Kelly vouched for what Mr. Tubbs had said so far as he himself was concerned, and said that when the time comes if public opinion does not change he would vote for the all-gravity plan. "What we want now," said he, "is an enabling act and the details can be arranged afterwards."

After the general meeting was adjourned the members of the committee held a private conference.

GUARD THE WATER BILL.

If it be true that the Common Council and the Executive Board would not, for any consideration, outrage the sentiment of the people of Rochester by adopting the pumping system in connection with the new water conduit, it is difficult to see why there should be any opposition to inserting the all-gravity amendment in the bill now pending at Albany. Yet there was such opposition, and it was very earnest and persistent. There was a determination to have the bill passed so as to permit the wrong thing to be done, even though everybody was driven into making a protest that there was no intention of doing it. The opposition to the all-gravity clause was finally overcome by the most strenuous efforts on the part of the Chamber of Commerce and the citizens generally. Mr. Tubbs and his small coterie of fellow-pumpers have apparently subsided and probably will not make much more trouble.

The battle must now be fought in Albany. No vigilance should be relaxed until the bill, in proper shape, is in the hands of the Governor. The pumpers may see fit to invade the state capital. Any move which they might make in that direction would probably be barren of results, but it is well to be on guard. It is to be assumed that Senator McNaughton and Assemblyman Courtney will be faithful to their constituents, and allow no bill to be passed without the all-gravity amendment. Nevertheless, it is well that they be backed by an unmistakable manifestation of Rochester's public sentiment to the end that there be no remote possibility of a measure becoming a law which is not in accordance with such sentiment.

THE Chamber of Commerce last evening again showed that it is alive to the interests of Rochester. The matter under consideration was a new charter, and the Chamber appointed a committee of ten of its members, whose duty it shall be to call a convention. The convention is to appoint a committee of representative citizens, to prepare a new charter for submission to the people. This places the work where it properly belongs, and give[illegible] interests, [illegible] application of the best thought of the city to the important subject in hand. The result ought to be a charter for Roche[illegible] which will meet the present condition [illegible].

THE UNION AND ADVERTISER

ROCHESTER, N. Y., APRIL 15, 1890.

COMMON COUNCIL MEETING.

Report of the Special Water Supply Committee.

At the special meeting of the Common Council this afternoon the committee appointed to consider the question connected with the water supply bill submitted a report, signed by Aldermen Kelly and Fee, as follows:

To the Honorable the Common Council of the City of Rochester;

GENTLEMEN—Your committee, appointed at the last meeting of the Common Council to obtain the opinions, and listen to the arguments of any and all citizens on the subject of the enabling act for an additional water supply, now before the Legislature, would respectfully report.

It is quite generally known that on last Thursday there was a hearing on said bill before the Assembly Committee on Cities, at which hearing representatives of the Chamber of Commerce, the Executive Board and Common Council presented arguments in relation to said bill.

Those who appeared in behalf of the Chamber of Commerce contended that a clause should be inserted in the bill to the effect that the conduit line should be an all-gravity one. The city's representatives, on the other hand, insisted that the act should pass without such amendment. The committee reported in favor of the bill, as amended by the Chamber of Commerce, and it is now before the Assembly in that shape, while in the Senate the bill has been ordered to a third reading, as originally drafted.

This condition of things made it desirable that the opposing forces should be brought together, if possible, and that the conflicting views of the various interests should be harmonized.

To that end a meeting was held in the Council chamber yesterday afternoon. The meeting had been freely advertised, and the representatives of the Chamber of Commerce notified to appear. A number of gentlemen from the latter body were present and presented their arguments before your committee. Mr. Cutler, in behalf of the Chamber of Commerce, argued in favor of the amendment. Messrs. Roby, Bower and Hathaway (the latter by a written communication to the committee) held dissenting views. Messrs. Roby and Hathaway thought it might be deemed desirable in the future, if more water were needed, to obtain the same from Lake Ontario, while Mr. Bower strongly contended that the bill should not commit the Council to any particular system of obtaining the supply, but that the authorities should be left free to adopt that plan which a more careful examination of the question might demonstrate as the cheapest and the one best calculated to conserve the interests of the taxpayers of Rochester.

It was further urged in support of the bill, as originally drawn, that if no alternative was given the authorities, except to draw the water from one source, it would be extremely difficult and costly to acquire the property and easements needed for the system; that no change could be made if future developments proved a change desirable or necessary, and that if the bill suggested in any way the source of supply, such opposition to the act might be developed as would endanger its passage at this session of the Legislature.

It was stated by Mr. Bower, Mr. Hathaway and others, that in their opinion, the water bonds could be sold to better advantage, and at a lower rate of interest, if they were made redeemable at the end of twenty years, instead of ten years, from the date of issue. We think this amendment should be made to the bill.

Your committee, after hearing all the arguments, are firmly convinced that the bill should pass without the amendment in regard to gravity. We recognize the fact that an additional supply may be needed in the near future, and we would most strongly deprecate any action on the part of any one that might bring about a water famine in this city.

Your committee are convinced that the Common Council and the Executive Board are devoted quite as strongly to the interests and welfare of the taxpayers of this city as any other body of men; that it is the wish of every member of this Board to do that which the people desire to have accomplished, and that no disposition exists on the part of any member of the Common Council to oppose the wishes of his constituents.

We think we can assure members of the Chamber of Commerce that neither Chief Engineer Tubbs, or any other man or set of men, exerts such an influence over the Common Council as would impel it to betray the trust reposed in it, and that its action will be guided by the individual views or prejudices of no man, but by the conscientious motive that alone should obtain in the faithful and honest discharge of public duty by the people's servants and representatives.

Your committee, accordingly, recommend that the Common Council request the representatives of the city in the State Legislature to urge the passage of the water bonding bill, as originally drawn, and without any amendment, except that the time for the redemption of the bonds be changed from ten to twenty years after the date of issue. We believe it unnecessary and improper that the hands of the authorities should be tied by the insertion in the bill of the gravity clause, although at the present time most members would doubtless favor the all-gravity plan. Respectfully submitted,

J. MILLER KELLY,
JOSEPH H. FEE,
Committee.

Alderman Lempert was not present at the committee meeting, being out of town. Aldermen McMillan and Cleveland, the other members of the committee, did not sign the report.

Aldermen McMillan and Cleveland offered an amendment to strike out the last clause of the report and substitute the following:

We deem the passage of an act for an additional supply to be the thing of paramount importance in the matter. And in view of this fact we think no action should be taken by this Council that will jeopardize the passage of said act, and in deference to the wishes of the people who consider an all-gravity clause should be inserted, we respectfully recommend that the people's representatives at Albany be instructed to amend the bill in that respect and urge its passage.

CHARTER REVISION.

Ald. Selye Outlines the Work of the Special Committee.

Ald. Selye will soon call a meeting of the special aldermanic committee on charter revision, of which he is chairman. To a reporter this morning the alderman said: "We shall invite the Chamber of Commerce, labor organizations and loan associations to send delegates. After the work is started meetings will be held from 4 to 6 p. m. for five days every week. The work will be divided into sections and sub-committees appointed to take charge of the various sections."

Continuing the alderman said that for a year past he has given up all his time to the water supply question, almost to the entire exclusion of his private business, and he has been straightening up his own affairs a little before taking up the subject of charter revision.

[illegible]

Details of the Deal Involving Millions of Dollars.

An Associated Press dispatch received to-day [illegible] learned last night that the sale of the Iselin interest in the Buffalo, Rochester & Pittsburg railway was virtually completed, but as the papers had not been passed there was reluctance on the part of the sellers to speak of the details. An official announcement will be made in a few days. Adrian Iselin, who held the largest amount of stock was seen.

He said: "It is true I have sold my interest in the company to Bell, Lewis & Yates, but the details are not completed, and therefore I do not care to speak about the matter. All the stockholders are protected, and there will be no objection whatever so far as I can see. The transaction will be beneficial to the property and will virtually consolidate the coal interests in the territory through which the road runs. There is nothing to conceal about the sale, but I do not wish to speak until the matter is in a shape to be placed before the public officially."

The stock sold by Iselin to the Buffalo-Rochester syndicate is understood to be $4,000,000 par value. The total capital of the company is $12,000,000, divided equally between preferred and common shares. Iselin's interest, while not an absolute ownership, is sufficient to transfer the control to the syndicate. The price could not be learned. The stock closed at 26 Saturday, but much higher bids are said to have been made yesterday. The control of the Rochester Coal and Iron Company goes with the railroad stock for the reason that the railroad owns 40,000 shares in the Coal and Iron Company. The present directors of the Buffalo, Rochester & Pittsburg railway are Henry I. Barbey, Henry Fatio, Adrian Iselin, Jr., Wheeler H. Peckham, Alfred Roosevelt, A. H. Stevens, W. H. Brown, Adrian Iselin, John H. Hocart, Aug. Richard, Arthur W. Sherman, Frederick D. Tappen and J. Kennedy Tod. The changes in the board required by the transfer of control have not been arranged. It is believed, however, that Peckham, Roosevelt, Brown, Tappen and Tod will remain the in board. Adrian Iselin, Jr., will resign the presidency in favor of Arthur G. Yates, but will remain a director.

The Post-Express.

ROCHESTER, TUESDAY, APRIL 15.

THE CONDUIT BILL

TWO ASSEMBLYMEN IN FAVOR OF MR. HUNT'S AMENDMENTS.

Abbey and Davis Think the City Should Take Water For Only Necessary Purposes — Other Rochester Measures at Albany—Notes.

SPECIAL TO THE POST-EXPRESS.

ALBANY, April 15.—At the hearing before the railroad commissioners yesterday afternoon on the question of grade crossings in the western portion of Rochester, City Surveyor Peacock presented the citizens' side of the case. Chief Engineer Hoyt, of the B., R. & P., did not oppose elevated tracks but directed his efforts to urging the cheapest plan consistent with the public safety.

The Lyell and Saxton street sewer bill was referred to the assembly ways and means committee to-day.

Messrs Abbey of Ontario and Davis of Livingston will oppose the conduit bill unless it is amended as proposed by Mr. Hunt of Honeoye, to provide that no water shall be taken from Hemlock lake except for necessary purposes.

The city charter bill is on third reading day calendar in the assembly, but will not be reached to-day.

Among the bills passed by the senate last night were: Senator Van Gorder's Mount Morris annexation bill and Senator McNaughton's appropriation of $31,500 for the Rochester industrial school.

NEW ELECTRIC SYSTEM.

Mayor Carroll Refers to His Recommendation.

In reference to a paragraph in this morning's *Democrat* Mayor Carroll said to a POST-EXPRESS reporter: "I was under the impression that my recommendation in regard to a new system of electric police and fire signals in my message to the common council fully explained itself. I said, if you will remember, that the experiment of street boxes with a telephone inside had been tried and found wanting. I recommended the introduction of some system that is capable of application to many public purposes. Let me quote:

Rochester covers a large area of territory, our houses in the suburbs are detached, and our police force, by reason of the long patrol posts, must necessarily be scattered over a great deal of ground. We should have a system of police signals, so that an officer may be communicated with no matter where he may be on his post, either in the daytime or at night. By the adoption of a simple yet practical auxiliary fire service, greater security and protection to citizens in their homes and in their factories, offices and shops would be given. I am not familiar enough with the various systems of electric signalling in vogue to speak of their relative merits, but I think the time has come for the consideration of a matter of such vital importance to the future welfare and safety of the city.

"Is this plain enough? I threw out the [illegible]"

WEST SHORE RAILROAD.
N.Y.C.& H.R.R.R. Co., Lessee.
Revised December 22d, 1889.

[illegible]

He Says He Will Not Withdraw His Resignation.

Alderman Thayer told a reporter this [illegible] that he is firm in his refusal to [illegible] longer the voters of the Sixteenth ward in the board of alderman. "I need a rest," he said, "and however much I may regret it, I must retire from the board of aldermen. It should be said in justification of my course that I represent the largest ward in the city; I mean it covers a wider area of territory than any other ward. Such a district requires greater time and attention than one of the inside wards. The residents of every section of the ward want improvements. They need new streets, new sewers, electric lights, etc., and these matters require more time than I am able to give them. I appreciate the kind words of my constituents, but I am compelled in justice to the interests of myself and my associates in business to withdraw from official life."

Union & Ad. Apr. 16th/90.

THE WATER SUPPLY BILL.

Action of the Common Council Yesterday Afternoon.

Ald. Tracy, McMillan, Fee, Rauber, Cleveland, Shelter, Selye, Hall, Bierbrer, Schroth, Bohrer and Kelly were present at the special Common Council meeting yesterday afternoon. After the reports of the two sections of the committee were read, as given in yesterday's city edition of the UNION, Ald. Kelly offered the following resolution:

Resolved, That the representatives of this city in the state Legislature be and they are hereby respectfully requested to urge to speedy passage the water bonding bill as originally presented without amendment, except that the time for the redemption of the bonds be twenty years instead of ten years from the date of issue.

Ald. McMillan moved as an amendment that the words "as amended" be substituted for the words "as originally presented without amendment." In speaking on the resolution Ald. Kelly said he had conferred with several citizens who signed the petition for an all-gravity amendment who had since changed their minds. Among these were Henry B. Hathaway, whose views were referred to in the report, and also Mr. Barry. The alderman said if he were obliged to vote on the question at present he would vote for an all-gravity plan, and he knew of no reason to effect any change of opinion. "But there are reasons," he said, "why the all-gravity amendment should not be inserted in the enabling act. One reason was that with the amendment the city will be restricted to one lake for its water. Under such circumstances the mill owners and others will naturally ask too high prices for their property. There will be nothing to do except to condemn the property. When the city built the first conduit it paid altogether too much money to the millers, although the awards were made by a commission of honorable men and the city attorney and Emil Kuichling fought hard against it. The argument of the millers on which they obtained so large awards was that the city went down there and took their water without asking their consent. Yet it is now proposed to do exactly the same thing over again. There is no alderman who can afford to vote against the wishes of the people. When the time comes to vote on the question I shall certainly vote for gravity if the people show they want it. The chamber of Commerce representatives tell us unless the amendment be inserted they will kill the bill. It is then a question as to which shall yield. The aldermen are responsible to the people. If we vote for their amendment and it turns out to be a blunder we should have to shoulder the blame. That has always been the case in the past where aldermen have acted under the advice of any body of citizens, and made any mistake. I believe in advising with the Chamber of Commerce and always will while I am a member of this council. But I do not believe its representatives have the right to dictate to me what course I shall pursue. I think the aldermen should have manhood enough to resist any attempt to dictate to them."

Ald. McMillan said he offered the amendment merely because he believed it of paramount importance to secure an additional supply of water. His amendment was lost on a vote.

Ald. Kelly's resolution was then adopted, negative votes being cast by Aldermen McMillan, Cleveland and Shelter. In explaining his vote Ald. Selye said he believed the enabling act would be killed if not amended as desired by the Chamber of Commerce. He wanted the act killed as he did not believe in any additional supply. Therefore he voted for the resolution as the best way to kill the act. Ald. Schroth took the same ground.

Alderman Fee offered the following resolution on the death of Alderman Sullivan's father which was adopted by a rising vote:

Whereas, Since the last meeting of this board Alderman Sullivan has suffered by death the loss of his father, who was for many years a honored and respected citizen of Rochester; therefore,

Resolved, That this Common Council feels that the city of Rochester has, in the death of James Sullivan, suffered the loss of one of its best citizens, and that the heartfelt sympathy of each and every member of the board be and it is hereby extended to Alderman William H. Sullivan in this time of grief and sorrow.

Hemlock, Ontario or Well Water?

Editor Union and Advertiser:

In these days of discussion on the much vexed question of our city water supply, may I be allowed to offer a few suggestions as from the standpoint of a common-sense outsider?

Imprimis—if any important action is contemplated by our authorities in the near future for increasing said water supply—a matter so vital to the true interests of [illegible] supply be drawn for ever and always from Lake Ontario. This should have been done at the first, but now, if more millions are to be drawn from the purses of our citizens for water let us by all means draw from the illimitable lake north of us, rather than from the miserable cess-pools whence our present water supply is obtained. The rough and tumble of glorious old Ontario by the elements through all seasons of the year must purify and aerate it absolutely. It would seem that but a small measure of hydraulic skill would be needed to transport its waters to our city, and the supply would be exhaustless.

In these days when the advocates of temperance are working so strenuously against the use of intoxicating beverages, it is a deplorable fact that the thirsty multitude cannot obtain through the whole warm season, cool, refreshing water to drink, unless ice be brought into use. The Hemlock water may serve all needful purposes in our households, and for road-sprinkling, etc., but as a summer beverage it is intolerable, absolutely intolerable.

I offer another suggestion. Why not bore through the rock for a supply of good drinking water? In Livingston county the boring for good water is being very successfully practiced. A friend of mine in the vicinity of Avon bored thus for water last summer, using an old well as a basis of operations. Down they went ninety feet, boring through the solid rock, and the pure cold water came nearly to the surface, an exhaustless supply of the very best drinking water imaginable, with no need of ice to make it palatable. It cost my friend just $100 to obtain this water supply; by the aid of a pump he has it brought right to hand. Had he consented to an additional ten feet of boring the water would have risen to the surface and flowed over. Why could we not have in Rochester hundreds of such wells? A young mechanic remarked to me last summer, with pathetic appeal, "What *can* we drink? It is not possible to use the Hemlock water without ice, and icewater is very bad to use when one is hot and thirsty; beer costs too much and does not quench thirst either and gets one into bad habits." Why not have water supplied thus from a bored well within reach of every manufacturing establishment in the city? The expense would be as nothing in view of the resultant good.

E. M. A.

Rochester, April 15.

ROCHESTER MORNING HERALD

April 16th/90.

NINE TO THREE.

THE COUNCIL WANTS THE ORIGINAL BILL.

More Talk About Water—Alderman Kelly Says the People's Representatives Will Not Submit to Dictation.

As had been previously announced a special meeting of the common council was held yesterday to consider the water question. The hour was fixed at 3 P. M. and at that time the council convened. Twelve aldermen were in attendance, the absentees being Messrs. Sullivan, Lempert, Judson and Thayer. President Tracy called the board to order and then Clerk Sheridan read the call for a special meeting "to consider the subject of the water supply," which was signed by Mayor Carroll.

Alderman Kelly then presented the following report from the special committee appointed at the last meeting to consider the water conduit question:

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Your committee, appointed at the last meeting of the Common Council to obtain the opinions, and listen to the arguments of any and all citizens on the subject of the enabling act for an additional water supply, now before the Legislature, would respectfully report.

It is quite generally known that on last Thursday there was a hearing on said bill before the Assembly Committee on Cities, at which hearing representatives of the Chamber of Commerce, the Executive Board and Common Council presented arguments in relation to said bill.

Those who appeared in behalf of the Chamber of Commerce contended that a clause should be inserted in the bill to the effect that the conduit line should be an all-gravity one. The city's representatives, on the other hand, insisted that the act should pass without such amendment. The committee reported in favor of the bill, as amended by the Chamber of Commerce, and it is now before the Assembly in that shape, while in the Senate the bill has been ordered to a third reading, as originally drafted.

This condition of things made it desirable that the opposing forces should be brought together, if possible, and that the conflicting views of the various interests should be harmonized.

To that end a meeting was held in the Council chamber yesterday afternoon. The meeting had been freely advertised, and the representatives of the Chamber of Commerce notified to appear. A number of gentlemen from the latter body were present and presented their arguments before your committee. Mr. Cutler, in behalf of the Chamber of Commerce, argued in favor of the amendment. Messrs. Roby, Bower and Hathaway (the latter by a written communication to the committee) held dissenting views. Messrs. Roby and Hathaway thought it might be deemed desirable in the future, if more water were needed, to obtain the same from Lake Ontario, while Mr. Bower strongly contended that the bill should not commit the Council to any particular system of obtaining the supply, but that the authorities should be left free to adopt that plan which a more careful examination of the question might demonstrate as the cheapest and the one best calculated to conserve the interests of the taxpayers of Rochester.

It was further urged in support of the bill, as originally drawn, that if no alternative was given the authorities, except to draw the water from one source, it would be extremely difficult and costly to acquire the property and easements needed for the system; that no change could be made if future developments proved a change desirable or necessary, and that if the bill suggested in any way the source of supply, such opposition to the act might be developed as would endanger its passage at this session of the Legislature.

It was stated by Mr. Bower, Mr. Hathaway and others, that in their opinion, the water bonds could be sold to better advantage, and at a lower rate of interest, if they were made redeemable at the end of twenty years, instead of ten years, from the date of issue. We think this amendment should be made to the bill.

Your committee, after hearing all the arguments, are firmly convinced that the bill should pass without the amendment in regard to gravity. We recognize the fact that an additional supply may be needed in the near future, and we would most strongly deprecate any action on the part of any one that might bring about a water famine in this city.

Your committee are convinced that the Common Council and the Executive Board are devoted quite as strongly to the interests and welfare of the taxpayers of this city as any other body of men; that it is the wish of every member of this Board to do that which the people desire to have accomplished, and that no disposition exists on the part of any member of the Common Council to oppose the wishes of his constituents.

We think we can assure members of the Chamber of Commerce that neither Chief Engineer Tubbs, or any other man or set of men, exerts such an influence over the Common Council as would impel it to betray the trust reposed in it, and that its action will be guided by the individual views or prejudices of no man, but by the conscientious motive that alone should obtain in the faithful and honest discharge of public duty by the people's servants and representatives.

Your committee, accordingly, recommend that the Common Council request the representatives of the city in the State Legislature to urge the passage of the water bonding bill, as originally drawn, and without any amendment, except that the time for the redemption of the bonds be changed from ten to twenty years after the date of issue. We believe it unnecessary and improper that the hands of the authorities should be tied by the insertion in the bill of the gravity clause, although at the present time most members would doubtless favor the all-gravity plan. Respectfully submitted,

J. MILLER KELLY,
JOSEPH H. FEE,
Committee.

Alderman Lempert is out of town and did not attend the committee meeting. The two other members, Aldermen McMillan and Cleveland, agreed to all of Alderman Kelly's report except the last paragraph. They signed a report giving the following as a substitute for the portion referring to the advisability of passing the bill without amendment:

We deem the passage of an act for an additional supply to be the thing of paramount importance in the matter. And in view of this fact we think no action should be taken by this council that will jeopardize the passage of said act, and in deference to the wishes of the people who consider an all-gravity clause should be inserted, we respectfully recommend that the people's representatives at Albany be instructed to amend the bill in that respect and urge its passage.

Alderman Kelly offered the following resolution embodying his views and moved its adoption:

Resolved, That the representatives of this city in the state legislature be and they are hereby respectfully requested to urge to speedy passage the water bonding bill as originally presented without amendment, except that the time for the redemption of the bonds be 20 years instead of 10 years from the date of issue.

Alderman McMillan moved as an amendment that the words "as amended" be substituted for the words "as originally presented without amendment." Alderman Kelly made quite an extended speech in opposition to the amendment. He reviewed the history of the water controversy and said that *Henry B. Hathaway* and other business men were *in favor* of passing the enabling act and *settling* upon the system to be used afterward. He continued: "It is thought the council has some scheme to beat the people, that the aldermen are laying in with Mr. Tubbs for some bad purpose. Mr. Tubbs has never approached me on this subject. I supposed at first that Mr. Tubbs' plan was most practicable. The majority of the press were with Mr. Tubbs. But my views have changed. I should now vote for the all-gravity plan if the question were before us. But I see reasons why this bill should not be amended. The amendment means practically that we must go to Hemlock or Conesus lake. It prevents us from going to lake Ontario, if that is thought best. We do not want to tell the Honeoye millers that we have got to go to Hemlock lake. They will then increase their demands. The chamber of commerce representatives say that if the all-gravity system is not put in the bill the bill will be beaten. It has come to a question of which shall yield. The members of the common council will not dare to vote against the gravity system if the people want it. We are the representatives of the people and are responsible to the people. I believe in advising with the chamber of commerce but I do not believe in being dictated to by any one. We have manhood enough to resist any such attempt. I believe that the resolution of the alderman of the Third ought to be defeated."

Alderman McMillan in reply said that the water question was the paramount question before the people. The council could not afford to take the position of defeating the project. For this reason the alderman should allow the amendment to be inserted in the bill.

Alderman McMillan's resolution was then voted down and the roll was called on the original resolution of Alderman Kelly. Alderman Selye explained his vote. He did not think any more water was needed and wished to vote blank. Alderman Kelly objected and Alderman Selye finally voted in the affirmative saying there would be a Kilkenny fight anyhow and the bill would be killed. That would serve his purpose very well, he thought. Alderman Hall said he favored the gravity plan but would vote for Alder[illegible] Kelly's resolution. Alderman [illegible]roth voted "No" at first but after a [illegible]e conference with Alderman Kelly changed to the affirmative. The [illegible]olution was declared carried by a [illegible]e of 9 to 3. Aldermen Tracy, Fee, [illegible]auber, Selye, Hall, Bierbruer, [illegible]chroth, Bohrer and Kelly voted in the affirmative and Aldermen McMillan, [illegible]leveland and Shelter in the negative.

Alderman Fee offered the following [illegible]solution on the death of Alderman [illegible]llivan's father which was adopted by rising vote:

Whereas, Since the last meeting of this [illegible]ard Alderman Sullivan has suffered by death the loss of his father, who was for many years an honored and respected citizen of Rochester; therefore

Resolved, That this common council feels that the city of Rochester has, in the death of James Sullivan, suffered the loss of one of its [illegible] citizens, and that the heartfelt sympathy [illegible]

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RAILROAD NEWS.

Further Facts in Regard to the B., R. and P. Transfer.

This morning's Buffalo *Express* says:

The sale of the controlling interest of the Buffalo, Rochester and Pittsburg to Messrs. Bell, Lewis & Yates, has given rise to much speculation as to the changes which will be made in the operating force of the road and coal company. W. A. Baldwin, vice-president and acting general manager of the road, is understood to have a contract with the company which has still several years to run. Some of the other officers are also said to be in the same position. This, judging by the remarks of Mr. Bell, one of the buyers, will preclude any immediate changes in the operating force of the road. It is also thought that there is a great likelihood that James T. Gardner, formerly general superintendent of the road, but now general manager of the Cincinnati, Jackson and Mackinaw, will return to the service of the road in some capacity. President Merchant of the coal company has a contract which has yet several years to run. He is one of the most valuable officials on the line. He was at one time general manager of the road. J. A. Haskell, treasurer and general manager of the company, recently built himself a handsome home between Walston and Adrian, but he is a good man in the position and may be retained by the company.

However, these are mere speculations on the street, and it will be hard to tell what will be done until the composition of the new board, to be elected next week, is known. "There's one thing sure," said an old railroad man yesterday, "if the Lehigh Valley or any other big road has gone in with Messrs. Bell, Lewis & Yates on this deal you can bet your bottom dollar some of their men will operate the road."

The *Express* is right in regard to Vice-President Baldwin having a contract with the old company extending some time longer. "The deal was a master stroke of policy for Bell, Lewis & Yates," said a railroad man who has unusually accurate information on the subject. "They get control of a road that is in first-class condition with bright prospects and at the same time put an end to the competition of the two coal companies which was injuring both. The transaction must prove to be satisfactory to both sides. Mr. Iselin sells out on favorable terms and Bell, Lewis & Yates now get control of a railroad that gives them an outlet to the lakes for the coal of their mines while it also consolidates the soft coal interest and gives them absolute control of a great territory which was before divided between rival companies. No one in this city is likely to know at present what changes will take place among the officials of the road. When the board of directors is chosen some guess may be made but everything is now in doubt. I do not think that the Lehigh Valley is back of Bell, Lewis and Yates in the deal."

D. H. Mahoney, who lived in Meng park, was fatally injured at Lockport last night while coupling cars. He was a brakeman on a west-bound freight and was caught between the bumpers. He died in two hours after the accident. His parents live in Albion, where the funeral will be held to-morrow at 9 o'clock.

E. B. Thomas, second vice-president; Ross Kells, superintendent of motive power; J. H. Barrett, superintendent of transportation; C. W. Buckholz, engineer of bridges and buildings, and S. R. Johnson, general road master of the Erie, came here last evening on a special on a tour of inspection and left this morning for Meadville.

John Warren has returned to his old post as assistant depot master at the Central station, recently held by John Holohan.

The Kinzua Valley company has been organized to build from Mount Alton, Pa., on the New York, Lake Erie and Western, to Morrison's Pa., on the Western New York and Pennsylvania, a distance of about seventeen miles. It is said that work will be commenced at once. The officers are: President, Spencer S. Bullis, Olean, N. Y.; vice-president, M. W. Barse, Buffalo, N.Y.; treasurer and general manager, J. C. French, Olean, N. Y.; secretary, F. E. Brooks, Bradford, Pa.; directors, S. Bullis, M. W. Barse, J. C. French, F. E. Brooks, J. R. Drooney, D. H. Jack and G. L. Roberts.

J. R. Clark, of 182 South Union street, a brakeman on the Central, had one finger of his right hand crushed this morning while coupling cars at Byron. The injured member was dressed at the City hospital here.

Charles H. Seymour, formerly traveling freight agent of the Northern Central, has been appointed freight agent for the company in this city and last night he was welcomed to the city by the following railroad men who tendered him a supper at the Livingston: F. W. Parsons, G. F. A., R., W. & O.; F. W. Embry, agent Central-Hudson; S. L. Seymour, D. F. A., Penn. railway; H. C. Davis, agent R., W. & O.; W. E. Fraser, agent Northern Central, Buffalo; C. B. Benic, traveling agent Northern Central, Buffalo; A. F. Avery, agent B., R. & P.; John Lyon, soliciting agent Lehigh Valley; Frank Lyon, Lehigh Valley; Seth Caldwell, traveling agent Union Pacific; J. M. Horton, division freight agent Erie; F. F. Bentley, general manager Syracuse & Baldwinsville; J. Drexilius, dispatcher Central-Hudson; George A. Bowman, agent Erie Despatch; R. W. Davis, traveling freight agent B., R. & P., and Frank J. Amsden.

THE SELYE TRACT SOLD.

Bought by the Lake View Park Building Association.

Alderman Selye has sold his property at Lake View to the Lake View Park Building association for $150,000. The officers of the new company which thus gets possession of one of the finest tracts of land in this vicinity, are: President, Arthur Luetchford; secretary, William M. Mallett; treasurer, Fedor Willimek; attorney, George W. Thomas. The purchase includes 115 lots, some of them on Lake avenue, others on the park and on Selye terrace. Alderman Selye retains two lots on which he will build.

It is the intention of the association to sell a few shares of the stock and dispose of the lots on condition that the purchasers build on them dwellings of prescribed value. No shops, stores or manufacturing establishments are to be erected on the land. The tract includes a private park of eight acres planted with some of the finest trees indigenous to this quarter of the state.

NEW COMPANIES ORGANIZED.

To Lay Out the Jackson Place Into Lots.

Another tract of land lying on North avenue and streets running east from it is just being laid out for building purposes. It is to be known as the Jackson Homestead tract and adjoins the property of the North avenue and Randolph street association which sold out recently in five days. The land lies just above the street level and is unusually dry and level. With the improvements that are to be made it promises to be one of the most desirable tracts yet opened. Already fully one-half of the necessary subscribers have been obtained, and the balance of the shares will be rapidly taken. We have been informed that the shareholders already on the books are composed largely of those who intend to build attractive houses on their lots. This will, of course, add greatly to the value of all the balance of the property. The office of the association is 334 Powers block. A fine map of the part of the city where the tract is located has been prepared and is ready for distribution.

R., W. and O. Tracks to be Removed.

The following resolution, presented by Mr. Aldridge, was adopted by the executive board this morning;

Whereas, The R., W. and O. railroad have caused tracks to be laid in Scrantom street without the consent of the proper authorities; therefore,

Resolved, That the street superintendent be, and hereby is, directed to at once cause the said track or tracks to be removed, and the expense thereof be placed in the hands of the city attorney for collection.

The railroad company commenced to lay the tracks yesterday and were notified by the executive board to suspend operations. The company did so, but at some time between 4 o'clock yesterday afternoon and this morning the tracks were laid. Street Superintendent Rosney will see that the tracks are removed this afternoon.

The Post-Express.
ROCHESTER, THURSDAY, APRIL 17.

THE WATER SUPPLY.

The bill allowing Rochester to issue bonds for a new conduit, as amended by the committee on cities and now pending in the legislature, provides for the use of the gravity system.

The common council is opposed to the passage of this bill because it wants to decide itself whether the gravity or the pumping system shall be used.

But the members of the chamber of commerce and a large majority of the taxpayers and business men of the city desire the passage of the bill as amended, because they believe the gravity system to be better in every way than the pumping system.

This belief is based upon the very able and careful report made by Messrs. Fteley and Fanning, two of the most expert hydraulic engineers in the country. These gentlemen looked the ground over very carefully and reached these conclusions:

First—The quantity of water, which, in our opinion, should be provided to supply the city of Rochester adequately for twenty years, or say, until 1909 is about 30,000,000 gallons per day.

Second—Of this amount the present plant can be expected to furnish 9,000,000 gallons per day.

Third—We recommend as the source of water supply, in preference to Lake Ontario, the chain of lakes south of the city, i. e., Hemlock, Canadice and Conesus lakes, and an additional conduit capacity, to be provided at present of 15,000,000 gallons per day.

Fourth—This means recommended for bringing the additional water supply to the city are a gravity conduit from the source selected to the reservoirs.

To this report Mr. Tubbs made a reply which did not shake public confidence in the wisdom of the conclusion of the experts. In December last they replied to him, discussed his suggestion of a pumping plan, and urged still more strenuously the adoption of the gravity system. They said:

We need not add that outside of the question of cost, the proposed pumping plant would unnecessarily introduce into your system of works new elements of complication and additional risks of possible interruption.

The introduction of a pumping plant for the purpose of forcing the water up over the ridge by gravity conduit is not only possible, but, able, on the score of economy, would, be injudicious.

On the other hand, a second all-gravity pipe can be laid satisfactorily from the source of supply to Rush reservoir in better hydraulic conditions than the present line. In case, as you suggest, the line were run directly from Hemlock lake, the pipe from that point to Slab City could be laid parallel with and at a safe distance from the present pipe, in a safe manner, in the stratum of quicksand reported at that place. Although that kind of work requires experience and good management, it is not of an unusual character and could be properly contracted for at a price much inferior to the estimated cost shown in Mr. Tubbs's report.

We remain of opinion that the all-gravity line is the cheapest and the best.

These recommendations, coming from experts of recognized ability who are strangers here, and therefore free from prejudice, had what we believe to be conclusive weight with the majority of the people of Rochester. The sentiment is in favor of a gravity line, and the bill as amended ought to be passed by the legislature.

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., APRIL 18, 1890.

OFFICIAL PAPER OF THE CITY.

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Six Months	3 00
Three Months	1 50
One Month	50
One Week	12
Weekly, per year	1 00

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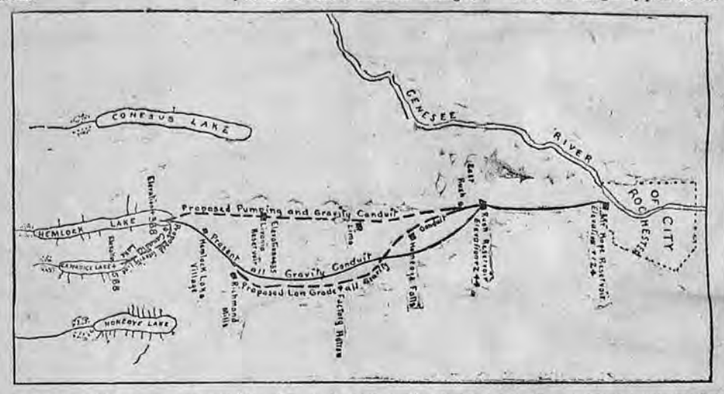
IS THE CHAMBER OF COMMERCE TO BE PROSTITUTED TO PARTISAN PURPOSES?

If the UNION is really sincere in urging delay, let it advocate the insertion of an amendment in the enabling act, providing that the choice of a system shall be left with the Chamber of Commerce and not with the Common Council.—[Rochester Democrat.

Passing the brazen impudence and gross insult to the people and their duly chosen representatives of the Democrat's proposition that the city government be set aside and its functions usurped by a self-constituted body of men, the UNION as a member and on behalf of the Chamber of Commerce again repudiates and denounces the unwarranted assumption of the Democrat to speak for the organization. The Democrat and a few bitter Republican partisans in the Chamber of Commerce are doing their best to drag it from the legitimate sphere in which its title places it and land it in the filthy pool of Republican party politics, and to bring it into antagonism with the masses of the people. The Democrat's article of yesterday demanding that the Chamber of Commerce shall be virtually constituted the city government because it is composed of a few rich men—because, as alleged, it "represents "five-sixths of the property" of the city, excited general indignation throughout the town. These bitter Republican partisans make no attempt to disguise the party lines upon which they are working. They went to Albany and lobbied with Republican members of the Legislature, taking with them a Republican ex-Assemblyman, and, as we are told, the fact that the Mayor, Common Council and Executive Board were all placed in Democratic hands by the people at the recent election, (because of the malfeasances of unfaithful Republican officials,) was used to excite Republican prejudice against the water enabling act and prevent its passage without their tie-up amendment. The Democrat is open and loud-mouthed in the calumny and abuse it has been daily heaping on the new Mayor, although his official acts so far elicit nothing but praise from all classes of the people; on the Common Council, one-half of whose members are fresh from election by the people, and all of whose members stand fairly as the people's accredited representatives, their detractor being unable to make and sustain a single specific charge to their discredit; and on the Executive Board, which the Democrat lauded to the skies a year ago when it stood two Republicans and one Democrat, but assails now because the people turned one of the Republicans out and put a Democrat in his place. Hostility to the Democratic city government and distrust of the masses of the people on the part of a few blind Republican partisans in the Chamber of Commerce and their newspaper organ is clearly developed as lying at the bottom of the monstrous claim put forth that the Chamber shall arrogate to itself the office unknown to the law of Aulic Council in municipal affairs. It behooves the conservative and real business men in that body to call a halt upon these partisan marplots and formally disclaim any responsibility or sympathy with the mad partisan sheet that is doing its best to render the Chamber unpopular and odious as a combination of wealth—of "five-sixths of the "property" of the city.

CHIEF ENGINEER TUBBS'S PLAN.

Chief Engineer Tubbs has promptly responded to our request of yesterday afternoon for a map of his plan for an additonal water supply, a reduced presentation of which is given below, together with a concise and clear explanation which will enable everyone to correctly understand the cheme:



Description of the proposed combined gravity and pumping plan for obtaining an additional supply daily of 15,000,000 gallons of water for Rochester from Hemlock and Canadice lakes:

This plan contemplates the laying of a force main 36 inches in diameter from the gate house at Hemlock lake, almost due north, for a distance of nearly four miles and the construction of a small reservoir at that point at an elevation of 97 feet above said lake. The said pipe will be laid at only such a depth below the surface of the ground as to prevent freezing. From the location of the said (Livonia) reservoir an iron conduit pipe, 29 inches in diameter is to be extended in nearly an air line to Rush reservoir. The total length of the above described line is 16 9-10 miles, or 3 1-10 miles shorter than the proposed all-gravity line.

From the foot of Hemlock lake a cast iron main, 37 inches in diameter and connected with the one previously described and with a capacity of 15,000,000 gallons in 24 hours is to be extended to Canadice lake.

The elevation of Canadice lake above Hemlock is 201 feet and above the proposed Livonia reservoir 104 feet.

The amount of water which Canadice lake and its water shed will furnish daily during the whole year is from 6,000,000 to 7,000,000 gallons. It therefore follows that the line above described may be used as a purely gravity line from Canadice lake until such time as the city shall use 6,000,000 to 7,000,000 gallons daily in addition to its present supply.

Assuming that the new conduit could be completed at the end of the year 1892, the additional water which it is believed would be required daily at that date, based upon Mr. Kuichling's estimate of population, would be 1,218,120 gallons and at the end of the year 1902 would be about 7,000,000 gallons daily. It is believed, therefore, that from 1892 to 1903, a period of ten years, the conduit from Canadice lake would deliver by gravity into Rush reservoir all the additional water required by the city. At the end of this time it is proposed to erect a pumping plant at the foot of Hemlock lake and connected with the conduit above described leading to Livonia reservoir. Said pumping plant to have a minimum capacity of 9,000,000 gallons in twelve hours or 18,000,000 in twenty-four hours.

The combined gravity and pumping system would then be complete and would operate as follows:

During the twelve hours of night the pumps would be idle and the whole line operate as a gravity line from Canadice, delivering 6,000,000 gallons.

During the twelve hours of the day the delivery from Canadice would be shut off and such an amount be pumped into Livonia reservoir from Hemlock as might be required until the time arrives when the amount pumped will be 9,000,000 gallons n twelve hours. This date, it is estimated, will occur about the year 1913 or 1914.

The initial cost of this work is estimated at $1,300,000, after the most careful surveys, sinking of test pits and other examinations.

A careful estimate of the sum which would have to be invested in 1892 at 3 per cent., the accumulations of which would erect the pumping plant in 1902 and repair and renew it at proper intervals forever, and which would also forever pay the cost of operation, including coal, oil, waste and wages of employees, amounts to $375,000.

It may be stated that the foregoing estimate of cost includes also the construction of the Livonia reservoir and the Pinnacle reservoir, amounting to $220,000; also, the extending of a large feeding main across the Genesee river, amounting to $33,000.

The advantages claimed for this plan are as follows: The initial cost, not including the riparian damages to be paid, will be only $1,300,000, while the cost for the *same provision* on the all-gravity plan will be as per the only estimate yet made by any engineer, to wit: the chief engineer of the water works, $1,679,606, or a saving on the combined plan in initial cost of $379,606.

Again, when all the cost of the pumping plant and operation is capitalized at 3 per cent. and added to the initial cost, it will still be $200,000 cheaper than the all-gravity plan.

Again, on the all-gravity plan the conduit will pass at least twenty-two times under the outlet creek, while on the combined plan it crosses it but once. The all-gravity line also passes through the gorge formed by the outlet creek for many miles, rendering access for repairs almost impossible for long periods in the spring time when the creek is at flood and the valley covered with water, while the combined conduit passes at once to the high land, where it is at all times accessible for repairs.

The all-gravity conduit for over a mile near the lake must be laid in a bed of quicksand excavated to a depth of from eighteen to twenty-five feet, while the combined conduit will only have so much covering as will protect it from frost.

Another advantage accruing from the combined plan is, that at Livonia reservoir we have thus secured an additional lift of ninety-seven feet to force the water to Rush reservoir by gravity, and as a result much smaller pipe may be used from that point to Rush.

Another advantage to be realized is, that although the provision is only for an addition of 15,000,000 gallons daily, yet when that limit has been reached, it is practicable to cut Livonia reservoir out of connection and by increasing the speed of the pumps, increase the velocity of the water out in the main to Rush reservoir and in that way increase the supply through the pipes from one to three million gallons per day until further provisions from other sources could be made.

This is not possible on the all-gravity plan; no artificial head can be obtained, the gravity head being practically constant.

Another advantage of the combined plan is, that it can be constructed in six months' less time than the gravity plan.

Central Library of Rochester and Monroe County
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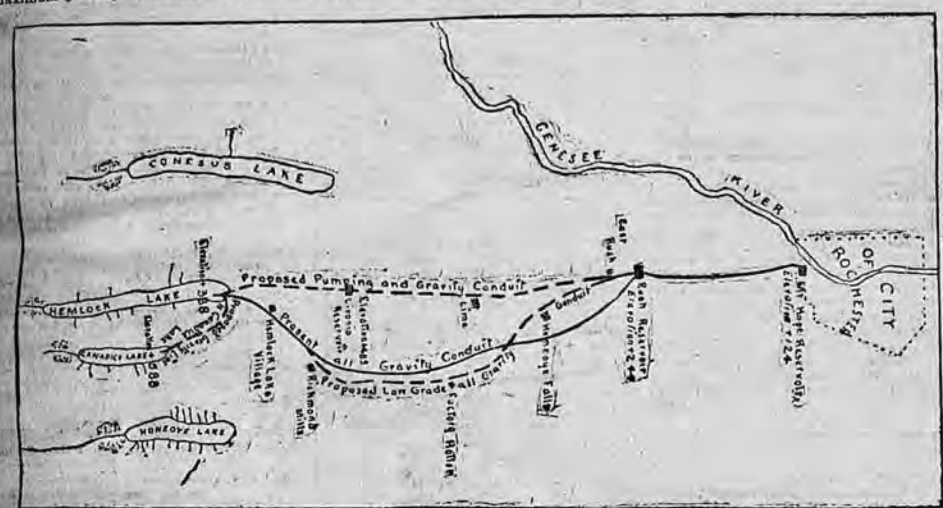
ROCHESTER DEMOCRAT AND CHRONICLE: SUNDAY APRIL

WATER SUPPLY PLANS COMPARED.

The map which we present to-day, by courtesy of the *Union*, of the present and proposed lines of conduit for Rochester water supply, fairly represents the ground plan. A map showing the elevations of the three lines would be still more instructive. If a map showing elevations were published, the present conduit would be observed running over a high hill, when it might better have been carried around the brow of it. This conduit appears to have followed the line of a road convenient for a contractor, rather than a line calculated to permit the flow of a maximum quantity of water for the given size of pipe. It will be observed that the dotted line representing the new all-gravity route goes around the end of the hill instead of climbing it. This avoidance of the up grade will permit any pipe to carry the maximum quantity of water. The dotted feet. But this folly is not all. On the map Canadice lake is seen lying between Hemlock lake and Honeoye lake. The outlet of Canadice lake enters the Hemlock lake outlet just below the dam which now holds back the waters of Hemlock lake. The line of the Canadice outlet is very near the dotted line on the map, connecting Canadice with Hemlock lake. With small outlay, say $10,000 at the highest, the outlet of Canadice lake can be turned into Hemlock lake, so the water will run by gravity through the new all-gravity pipes to Rochester. But the present engineer of the Rochester water works proposes to lay a line of 27-inch pipe from his proposed pumping station to Canadice lake. This lake is 201 feet above Hemlock lake. Mr. Tubbs estimates in an article prepared for the *Union*, that Canadice lake has sufficient elevation to allow six or seven millions of gallons of water to run over the ridge ninety-seven feet high. That is, the water from Canadice lake to Hemlock, as described above in Mr. Tubbs's plan. The total cost of Mr. Tubbs's gravity-pumping-gravity line over the hill would thus be $1,280,000 plus $200,000 or $1,480,000. This line, equipped with pumps, is calculated to send 15,000,000 gallons a day over the hill to Rochester. We say calculated, because so many factors enter into the problem that calculation is not synonymous with assurance.

Now, what will be the cost of the all-gravity line, delivering 15,000,000 gallons a day from Hemlock lake to Mt. Hope? It appears, from good estimates, that $300,000 will build the gravity-line from Hemlock lake to Richmond Mills. (See map). Estimates found on page 22 of the reports, show that the line from Richmond Mills to Rochester will not cost to exceed $1,097,426. The cost from Hemlock lake to Rochester will be $1,097,426 plus $300,000, or $1,397,426. As shown above, the Tubbs



line of the all-gravity route is seen only between Richmond mills and the Rush reservoir. Between Richmond mills and the lake and between Rush reservoir and Rochester the new, all-gravity line will take substantially the same route as the present line. The new all-gravity line simply corrects a grave error in the old line which made it unnecessarily costly while it deprived the city of several millions of gallons of water per day, and rendered the agitation of a new conduit at this early date imperative.

In viewing the up-hill work of the present water works engineer the public can only wonder and pity, although it has cost the city enormous sums. When it is proposed to do more up-hill work by means of pumps, the feeling of pity gives place to amazement. The straight dotted line from Hemlock lake to Rush reservoir represents this amazing scheme for pumping water up hill, in order that it may run down on the other side. This straight line ought to be seen in profile. It would then show a ridge the summit of which is ninety-seven feet (Mr. Tubbs's figures) above the level of the lake. It is proposed to haul coal by wagon for five miles and burn it, in order to force water over this ridge of ninety-seven pipes to Canadice lake would be laid for the sole purpose of getting a flow over a high ridge, when the water might pursue its own channel into Hemlock lake and thence through pipes running around the ridge to Rochester, with the easiest possible descent.

Now we believe the map is sufficiently clear to all of our readers. Let us next consider the estimated cost of Mr. Tubbs's gravity-pumping-gravity line from Canadice and Hemlock lakes to Rochester, as compared with the cost of the all-gravity line surveyed by the experts, from Hemlock lake to Rochester. In getting at the estimates we avail ourselves of the published reports of Mr. Tubbs and the experts, Fteley and Fanning, employed by the city.

Mr. Tubbs says on page nine of the published reports that the line from Mt. Hope to Hemlock lake, over the hill 97 feet above Hemlock, will cost $1,280,000. By the experts' estimate on the same kind of a line, over the hill, (page 20 of the reports) the cost will be $1,259,910, practically the same figures as given by Mr. Tubbs. The experts say it will cost $200,000 to pipe gravity-pumping-gravity plan will cost $1,480,000. Here is a difference in first cost of $82,574 in favor of the all-gravity plan. But this is not all the difference.

The annual cost of pumping must be added to the expense of the Tubbs system. If the proposed pumping system at Hemlock lake should be managed as well as the Boston works, it would require the interest at 3 per cent. on $1,260,000 for the annual running expenses. If the management of the proposed pumps at Hemlock lake were as good as the average of fifteen cities, (given on page 19 of the reports on water supply,) the annual running expenses would be 3 per cent. on $1,200,000. This looks like waste. It would be waste.

The data referred to in discussing the all-gravity line were derived from the most complete survey that has ever been made of any line for Rochester water supply. It was made thus carefully, because Mr. Tubbs said at the outset that it was impossible to find a better line than that located by himself. The experts refused to pass judgment until the most careful survey and examination had been made by Mr. Rafter, and after a careful personal inspection of the proposed line.

[illegible] Rochester can the matter decide this unsettled question "whenever they deem its settlement to be urgent.

As we had occasion to tell you before, when you sent us a copy of the "Review" of [illegible]rt, we do not feel disposed to ent[illegible] a more complete controversy in regard to this matter, especially in view of the fact that the writer of the "Review" thought it proper to gratuitously impugn our motives, thus basing a portion of his arguments on personal grounds on which we do not wish to follow him.

Employed at first by the Chamber of Commerce and subsequently by the joint committee of the same body and of the Common Council, we have studied the whole question of your water works with care, as we were instructed to do, and have reported accordingly.

By that report we stand to-day.

We understand, however, that, owing to the universally recognized necessity of procuring as early as possible an additional supply to the city, the controversy should be narrowed down to the choice between a gravity line direct from the source and the combined pumping and gravity supply.

You want also to ascertain whether the modifications made by Mr. Tubbs in his original pumping and gravity system would tend to modify our conclusions.

The modification introduces the immediate use of Canadice lake (one of the points of our report to which Mr. Tubbs objects); it adds also to the work a line of pipes which would otherwise be omitted, and an unnecessary expenditure approximating $200,000 for piping water down hill through a fall of 900 feet where it is now running by gravity.

We fail, however, to see that the modification just mentioned changes the point at issue, as the adoption of that plan commits the city to a pumping scheme which must follow sooner or later.

With good management, the cost of maintenance of the pumping station would be proportionately as large as we have indicated, and if it were as high, comparatively, as the cost of your present Holley system, it would go much beyond our figures.

We need not add that outside of the question of cost the proposed pumping plans would unnecessarily introduce into your system of works new elements of complication and additional risks of possible interruption.

The introduction of a pumping plant for the purpose of forcing the water up over the ridge when an all-gravity conduit is not only possible but preferable on the score of economy, would, we believe, be injudicious.

On the other hand a second all gravity pipe can be laid satisfactorily from the source of supply to Rush reservoir in better hydraulic conditions than the present line. In case, as you suggest, the line were run directly from Hemlock lake, the line from that point to Slab City could be laid parallel with and at a safe distance from the present pipe, in a safe manner, in the statum of quicksand reported at that place. Although that kind of work requires experience and good management, it is not of an unusual character and could be properly contracted for at a price much inferior to the estimated cost shown in Mr. Tubbs' report.

We remain of opinion that the all gravity line is the cheapest and the best.

Yours respectfully,
J. T. FANNING,
A. FTELEY.

December 7, 1889.

That tired feeling, so subtle and yet so overpowering, is entirely overcome by Hood's Sarsaparilla, which tones and strengthens the system and gives a good appetite. Be sure to get Hood's Sarsaparilla. "100 Doses One Dollar" is true only of this peculiar medicine.

—Emile Zola recently sat upon a Paris jury, and Alphonse Daudet is now acting as

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 22, 1890.
OFFICIAL PAPER OF THE CITY.

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THE PLANS—THE ENGINEERS.

A week ago in taking up for the first time this season discussion of the water question, the UNION expressly disclaimed any preference of plan at that time. The words were: "The UNION does not propose to take sides with either of these "systems"—reference being had to the pump and gravity system of Mr. Tubbs and the all gravity system of Messrs. Fanning and Fteley. It was urged that further consideration of the subject was necessary to intelligent determination, and to that end a map of the lakes, territory, conduits, reservoirs, &c., as existing, and as proposed, together with statements and reports from scientific and official sources, were published. To-day another map and more literature tending to a better understanding of the points in controversy, are given. The UNION insisted that it was bad policy to attempt to tie up the enabling act to any particular system, and still worse policy to try to ignore the duly elected representatives of the city of Rochester, the Common Council, which is by the charter expressly, charged with "the management and control of the fiscal and prudential affairs of "said city, and of all property, real and "personal, belonging to said city." The discussion had within this week has brought the community to a conviction that the UNION was right, and the general judgment now is, in what have heretofore been opposing circles that may be designated Common Council and Chamber of Commerce, that the proper thing to do is to substitute for the amendment of the enabling act made by the Assembly committee on cities, which arbitrarily fixes a system, provision that the system shall be established by a two-thirds vote, or eleven votes, in the Common Council, which vote shall also be required in the issuance of bonds. This is a fair and safe proposition. By concurrence of the Common Council and Chamber of Commerce in it, the enabling act can be passed. Without such concurrence the enabling act is sure to be defeated, especially as the Legislature has reached its expiring days.

Some of the advocates of the all gravity system say they inferred that the UNION favored Mr. Tubbs's plan because it spoke highly of him and of his experience and services in the construction of the city's present works, and referred to Messrs. Fanning and Fteley as strangers who necessarily were not so personally familiar with the water and the ground. This inference was not warranted. We simply desired that Mr. Tubbs should have a fair chance in the controversy. He has had it. And we now feel bound to say that his supports do not materialize in the form of hydraulic engineers competent to pass judgment in the premises. In such a situation it is impossible for the lay mind to pin faith to what is practically his mere dictum, and ignore the weight of opinion in favor of the all gravity plan. So far as professional status and experience are concerned, both Messrs. Fanning and Fteley have records that cover a great deal of earth and water in the way of hydraulic works. Taking everything into consideration, as the situation now stands, we think it wisdom to leave the question of system to decision by a two-thirds vote of the people's duly chosen representatives, in the fullest confidence that that decision will be correct and satisfactory to more than nine-tenths of the constituency.

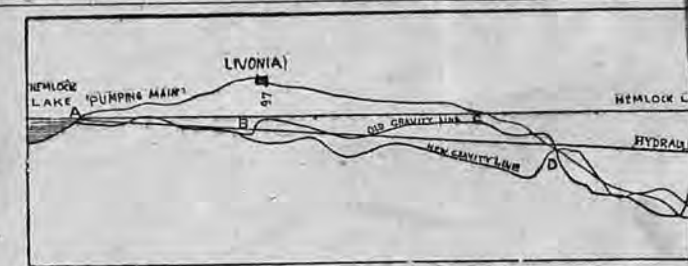
SOLID WORK.

If any one has had misgivings as to redemption of the pledges made to the people of Rochester by the new street railroad owners and managers, we think they will be disposed to part with them on taking a view of the work done in laying the new T rail track inside the curb on the west side of Lake avenue from M'Cracken street to the old city line. In asking permission the managers said the work would be done in first class manner, which is the manner contemplated in the relaying of all the tracks throughout the city. It is due to them to say that they have more than fulfilled both the expectations and the

A PROFILE VIEW.

Last week the UNION printed a map which gave a flat surface view of the existing and proposed lines of conduit for an increased water supply from the southern lakes, accompanied by an explanation of Chief Engineer Tubbs of his plans for a system of combined pump and gravity. On Saturday we gave from the all-gravity side a statement prepared by Secretary McClintock of the Chamber of Commerce, and a report previously made by Messrs. Fanning and Fteley, the expert hydraulic engineers who disapprove of Mr. Tubbs's plan and decidedly favor that for all gravity. It was intend to republish with the statement and report the surface map, but owing to inadvertence in "making up" it was omitted. However, as every reader of the UNION had it in a previous issue the republication was not necessary to an understanding of the papers.

To-day, below, we present a profile map, which tips the surface to a perpendicular and enables the reader to obtain a correct idea of the elevations and depressions of all the lines, followed by a statement of the committee of the Chamber of Commerce that for two years past has had the subject of increased water supply, plans, &c., under consideration, and commend both to careful study and consideration:



STATEMENT OF CHAMBER OF COMMERCE COMMITTEE.

Editor Union and Advertiser:

The diagram published herewith shows the different elevations of the various conduit lines from Hemlock lake to Rush reservoir.

The line marked "old gravity line" is the present conduit which has been in use, delivering water by gravitation from Hemlock lake, since its construction, about fourteen years ago.

The line marked "hydraulic gradient" is an imaginary uniform grade line drawn from the level of Hemlock lake to the level of the reservoir at Rush.

It will be observed that the old gravity line from Hemlock lake to the point marked "B," near Richmond mills, about four and one-sixth miles, is substantially upon or below the hydraulic gradient, and it has up to that point a capacity of nineteen and three-quarter million gallons per day. At this point it rises over the hill and thence it runs below the hydraulic gradient and again forty-three feet above it.

The dotted line marked "new gravity line," below the hydraulic gradient, all the way from the point "B" to Rush Reservoir, is the line proposed by the experts, and is the line upon which the original conduit should have been laid.

Mr. Tubbs is, of course, prevented from admitting the truth of this statement, and insists that the route adopted by him when the line was constructed is the only economical and feasible gravity line. To avoid the defects incident to running over the hills and above the hydraulic gradient, Mr. Tubbs' proposition is to establish pumps at Hemlock, with a pumping main rising to a point at Livonia, ninety-seven feet above the lake level, through which he would force water by pumps to that reservoir, and from thence allow it to run by gravitation to the city. This proposition has since been modified by a proposition to lay a high grade conduit from Canadice lake, which is two hundred feet higher than Hemlock, to Livonia, so as to postpone the necessity of pumping until such time as the capacity of Canadice lake—about six million gallons per day—has been used up by the growth of the city, when it will be necessary to commence to pump.

As this plan involves pumping, and the construction of about two hundred, thousand dollars' worth of pipe—which we are advised by the experts is unnecessary—we do not regard it as a satisfactory substitute for the gravity system. As we have before stated, so long as we could not dispute Mr. Tubbs' claim that the route selected—when he built the original line—was the only feasible one, we were willing to discuss the question whether his alternative scheme might not be an improvement; but, as soon as the experts had established

SAXTON'S SUGAR COATED PILLS.

Senator Saxton is pestered by a lot of ballot reform cranks down in New York who form a mutual admiration society called the "New York Ballot Reform "League," with a renegade Democrat, Mugwump, named Peckham, at its head. In order to reconcile these cranks to the surrender to Gov. Hill on all essential points of difference, he writes them a letter in which he says of his present bill:

It does not leave a single expressed objection of the Governor unanswered. It preserves the principle of the official ballot. * * * The bill in its amended form, providing as it does for a secret booth and an excusive y official ballot distributed by election officers within the polling-place on election day, embraces every *principle* for which we have so long been contending.

This letter is unique. But as it fills the ballot reform cranks full up with Saxton sugar coated pills and has the desired effect upon them, everybody else ought to be satisfied with it. A bill that meets every objection of the Governor—especially the insurmountable objection of the exclusive official ballot, by maintaining its "principle" while yielding every vestige of its substance, is a bill that throws the Maine law when passed but not enforced into the shade. This is the provision by which the "principle" of the exclusive government ballot is "preserved:"

"Any voter may take with him into the voting booth or compartment a printed ballot of his own selection or preparation, to be known as a 'paster ballot,' containing the names of all the offices to be filled and of the candidates therefor for whom he desires to vote, which paster ballot may be gummed on the back thereof, and the voter may paste the whole of such paster ballot on any of the official ballots below the stub. Any names so written upon the ballot shall be deemed the choice of the voter notwithstanding the name of another candidate for the same office may be upon the original ballot without being erased, covered or concealed by the writing or paster."

Practically, this provision converts the exclusive government ballot into an unsealed envelope for the voter's exclusive individual ballot, which he carries with him to the poll and into the booth, and which he fixes to suit himself either before or after going to the poll and into the booth, as he chooses. It at the same time enables the incapacitated voter to secure advice and assistance of his own choice in preparing his ballot, and prevents the monstrous outrage of turning such voter over to the dictation and direction of "sworn officers of election."

THE KIND OF CANALS DEMANDED.

The Welland canal, connecting Lake Erie and Lake Ontario on the Canadian side, is being deepened at the expense of the British government. In case of war a fleet of gun boats can be brought by way of the St. Lawrence and the lakes to the very wharves of Chicago. We are powerless to protest, since there is no treaty to the contrary, and the agreement entered into by the State department has no permanent vitality. However at variance this may be with the spirit of our conventions with Great Britain, there is no direct violation of law. All we can do, therefore, is to meet this move by a corresponding one, and happily nature has made equal provisions for us. We need first the Niagara canal already projected, and second, either a canal connecting Lake Ontario with the Hudson at Troy and Albany, already much discussed, or one connecting Lake Michigan with the Mississipi, also a project of long standing. Either of these would enable us to meet a British fleet on the lakes and repeat the victories of the war of 1812.—[Springfield (Mass.) Union.

This is good logic from a military standpoint. But commerce furnishes the crowning necessity for one or both of the great waterways suggested. The great Northwest and East would be immeasurably benefitted by a Lake Ontario and Hudson waterway, which would make Europe several hundred miles nearer the West than the Mississippi route. In a military way such a ship canal would also be vastly preferable to the Mississipi project. Let the Lake Ontario and Troy ship canal be built. But first push the Niagara canal scheme through Congress. It is a necessary link to the mightiest and most magnificent commercial chain of the future.—[Troy Press.

It is gratifying to observe this enlargement of ideas on the question of the canals demanded by the interests of the country and the circumstances of the period. The canals of New York, comparatively insignificant in capacity, are now given almost wholly to inter-state commerce, to which, unjustly, they are made free by imposing the cost of their maintenance upon the tax-payers of this state alone. In and to the extent of their capacity they fill a want of the United States. But a ship canal, or series of ship canals, that would enable vessels to sail from the head waters that border the granaries of the great west down around Niagara Falls, into the Hudson River, down to tide water at New York, and thence to all Ocean ports of the civilized world, would be one of the grandest achievements, if not the grandest achieve-

JESSE POMEROY'S PRISON LIFE.

Studying Chemistry and Trying to Construct a Self-sharpening Lead Pencil.

From the Boston Journal.

An interesting pamphlet on "Criminals," just prepared by Dr. Charles Sawin, for five years physician at Massachusetts State Prison, contains authoritative statements concerning Jesse Pomeroy. Dr. Sawin says:

"The public estimate of his character as revealed in the newspaper accounts of his actions in prison is without justification in fact. The expressions, 'the fiend,' 'fiend incarnate,' however applicable they may have been to a former state, are unwarrantable at the present time. The various stories circulated about 'torturing a cat,' 'cutting up mice and rats,' are absolutely without foundation."

Dr. Sawin gives a summary of the circumstances of Pomeroy's conviction, of the expert opinions as to his insanity given at his trial for the murder of a boy four years and three months old, and then adds:

"Pomeroy entered the prison, his sentence having been commuted to solitary imprisonment for life, September 9, 18[illegible], when he was 17 years old. During a portion of his term he has been permitted many privileges and diversions, such as reading and painting. At one time he evinced a strong desire to improve his mind, and he studied French, German and Latin. His knowledge of the languages is, however, only a smattering one. Of late he has taken a special liking to chemistry, and a slight spark of inventive genius has been manifested in his endeavors to construct a hollow self sharpening lead pencil, in which he takes great pride. His paintings are hardly worth admiring, but he looks upon them as works of art, this demonstrating to the observer that his standard is not very high. Without doubt his intellect and moral sense must have improved to a certain degree, since he has not been associated with other prisoners, and he hasn't passed through any stage of 'devolution.' His first punishment in prison was four and a half days in a dark cell on November 9, 1877, for 'trying to escape, digging cement out of a cell.' On the average he has received six and a half days' punishment each year, in [illegible] cases for tampering with his cell structure in attempting to escape. He, on one occasion, was punished 'for insolence to an officer;' once 'for refusing to obey an order,' and once 'for writing an insulting letter to the warden.' Not very serious offences these. He has never exhibited his former love to torture at any time during his incarceration in prison, which seems rather strange were he insane at the time of the murders. He is remarkably cunning, clever, and quick to see the drift of any conversation, logical and clear in understanding, but notably self willed and persistent. His bodily health has been remarkably good, eating and sleeping well; seldom complaining of his diet, and never asking for favors of extra rations.

"In a recent interview he stated he thought his memory was very good in regard to some occurrences; as, for instance, his life in jail and his first four years in prison, but he had no recollection of meeting Dr. Folsom, and only an indistinct remembrance of his trial."

LIVINGSTONE'S SUCCESSOR.

A. W. Mackay, the Late Scotch Missionary, in Mid-Africa.

New York Sun.

Few newspaper readers have not heard of A. M. Mackay, the famous Scotch missionary of Lake Victoria Nyanza. Stanley called him "the modern Livingstone," and when Stanley was in Uganda October last he wrote of Mackay as the toughest little fellow you could conceive. He bears the climate splendidly. Even his complexion is uninjured despite twelve [illegible]

Editor Union and Advertiser:

The undersigned gratefully acknowledges the favor you rendered to the public by giving space in your columns on the 19th of March last, to an article from his pen relating to the question of the improvement of our highways, in which the hope was expressed that some one more competent might continue it. If any one has written on this question it has escaped my notice; and inasmuch as the Chamber of Commerce, through their secretary, McClintock, has seen fit since that time to lobby at Albany in favor of a certain scheme called the Richardson scheme, the provisions of which have never been published, so far as I am aware, and inasmuch as there is some prospect that the *Legislature* will rush this measure through before they adjourn, the hope is expressed that you will allow the further use of your columns for a more elaborate presentation of this important subject for the public benefit; hoping to so far neutralize the efforts above alluded to as to prevent the passage of any change in our highway laws at present. It is freely admitted that no man now *living ever saw* the highways of not only this State but of many others in so bad a condition for so long a consecutive time as they have been *for* six months just past. Who are the greatest sufferers on account of this fact? The farmers who own and use these roads; and who understand that bad roads are a great drawback to their prosperity; but they, in such seasons as are usual, find sufficient opportunity to transport their products to available markets during such portions of the season as

LIBERAL OR REGIMENTAL PROMOTION.

[illegible] favorable for that purpose. These [illegible] the roads are settled after the frost [illegible] fit for spring [illegible] before the land is [illegible] there is no more interruption to the [illegible] of the roads before [illegible]

three lines would be still more instructive. If a map showing elevations were published, the present conduit would be observed running over a high hill, when it might better have been carried around the brow of it. This conduit appears to have followed the line of a road convenient for a contractor, rather than a line calculated to permit the flow of a maximum quantity of water for the given size of pipe. It will be observed that the dotted line representing the new all-gravity route goes around the end of the hill instead of climbing it. This avoidance of the up grade will permit any pipe to carry the maximum quantity of water. The dotted

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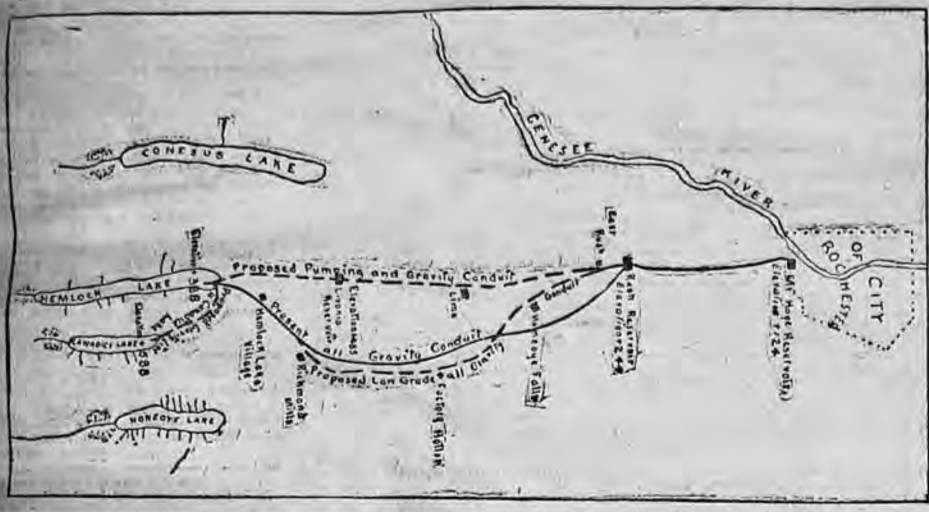
because so many factors enter into the problem that calculation is not synonymous with assurance.

Now, what will be the cost of the all-gravity [...] 000,000 [...] from Hemlock lake to Mt. Hope [...] appears, from good estimates, that $300,000 will build the gravity-line from Hemlock lake to Richmond Mills. (See map). Estimates found on page 22 of the reports, show that the line from Richmond Mills to Rochester will not cost to exceed $1,097,426. The cost from Hemlock lake to Rochester will be $1,097,426 plus $300,000, or $1,397,426. As shown above, the Tubbs



line of the all-gravity route is seen only between Richmond mills and the Rush reservoir. Between Richmond mills and the lake and between Rush reservoir and Rochester the new, all-gravity line will take substantially the same route as the present line. The new all-gravity line simply corrects a grave error in the old line which made it unnecessarily costly while it deprived the city of several millions of gallons of water per day, and rendered the agitation of a new conduit at this early date imperative.

In viewing the up-hill work of the present water works engineer the public can only wonder and pity, although it has cost the city enormous sums. When it is proposed to do more up-hill work by means of pumps, the feeling of pity gives place to amazement. The straight dotted line from Hemlock lake to Rush reservoir represents this amazing scheme for pumping water up hill, in order that it may run down on the other side. This straight line ought to be seen in profile. It would then show a ridge the summit of which is ninety-seven feet (Mr. Tubbs's figures) above the level of the lake. It is proposed to haul coal by wagon for five miles and burn it, in order to force water over this ridge of ninety-seven pipes to Canadice lake would be laid for the sole purpose of getting a flow over a high ridge, when the water might pursue its own channel into Hemlock lake and thence through pipes running around the ridge to Rochester, with the easiest possible descent.

Now we believe the map is sufficiently clear to all of out readers. Let us next consider the estimated cost of Mr. Tubbs's gravity-pumping-gravity line from Canadice and Hemlock lakes to Rochester, as compared with the cost of the all-gravity line surveyed by the experts, from Hemlock lake to Rochester. In getting at the estimates we avail ourselves of the published reports of Mr. Tubbs and the experts, Fteley and Fanning, employed by the city.

Mr. Tubbs says on page nine of the published reports that the line from Mt. Hope to Hemlock lake, over the hill 97 feet above Hemlock, will cost $1,280,000. By the experts' estimate on the same kind of a line, over the hill, (page 20 of the reports) the cost will be $1,259,910, practically the same figures as given by Mr. Tubbs. The experts say it will cost $300,000 to pipe

gravity-pumping-gravity plan will cost $1,480,000. Here is a difference in first cost of $82,574 in favor of the all-gravity plan. But this is not all the difference.

The annual cost of pumping must be added to the expense of the Tubbs system. If the proposed pumping system at Hemlock lake should be managed as well as the Boston works, it would require the interest at 3 per cent. on $1,260,000 for the annual running expenses. If the management of the proposed pumps at Hemlock lake were as good as the average of fifteen cities, (given on page 19 of the reports on water supply,) the annual running expenses would be 3 per cent. on $1,200,000. This looks like waste. It would be waste.

The data referred to in discussing the all-gravity line were derived from the most complete survey that has ever been made of any line for Rochester water supply. It was made thus carefully, because Mr. Tubbs said at the outset that it was impossible to find a better line than that located by himself. The experts refused to pass judgment until the most careful survey and examination had been made by Mr. Rafter, and after a careful personal inspection of the proposed line.

regard to this matter, especially in view of the fact that the writer of the "Review" thought it proper to gratuitously impugn our motives, thus basing a portion of his arguments on personal grounds, [...] Chamber of Commerce and subsequently by the joint committee of the same body and of the Common Council, we have studied the whole question of your water works with care, as we were instructed to do, and have reported accordingly.

By that report we stand to-day.

We understand, however, that, owing to the universally recognized necessity of procuring as early as possible an additional supply to the city, the controversy should be narrowed down to the choice between a gravity line direct from the source and the combined pumping and gravity supply.

You want also to ascertain whether the modifications made by Mr. Tubbs in his orignal pumping and gravity system would tend to modify our conclusions.

The modification introduces the immediate use of Canadice lake (one of the points of our report to which Mr. Tubbs objects); it adds also to the work a line of pipes which would otherwise be omitted, and an unnecessary expenditure approximating $200,000 for piping water down hill through a fall of 200 feet where it is now running by gravity.

We fail, however, to see that the modification just mentioned changes the point at issue, as the adoption of that plan commits the city to a pumping scheme which must follow sooner or later.

With good management, the cost of maintenance of the pumping station would be proportionately as large as we have indicated, and if it were as high, comparatively, as the cost of your present Holley system, it would go much beyond our figures.

We need not add that outside of the question of cost the proposed pumping plans would unnecessarily introduce into your system of works new elements of complication and additional risks of possible interruption.

The introduction of a pumping plant for the purpose of forcing the water up over the ridge when an all-gravity conduit is not only possible but preferable on the score of economy, would, we believe, be injudicious.

On the other hand a second all gravity pipe can be laid satisfactorily from the source of supply to Rush reservoir in better hydraulic conditions than the present line. In case, as you suggest, the line were run directly from Hemlock lake, the line from that point to Slab City could be laid parallel with and at a safe distance from the present pipe, in a safe manner, in the statum of quicksand reported at that place. Although that kind of work requires experience and good management, it is not of an unusual character and could be properly contracted for at a price much inferior to the estimated cost shown in Mr. Tubbs' report.

We remain of opinion that the all gravity line is the cheapest and the best.

Yours respectfully,
J. T. FANNING,
A. FTELEY.

December 7, 1889.

That tired feeling, so subtle and yet so overpowering, is entirely overcome by Hood's Sarsaparilla, which tones and strengthens the system and gives a good appetite. Be sure to get Hood's Sarsaparilla. "100 Doses One Dollar" is true only of this peculiar medicine.

—Emile Zola recently sat upon a Paris jury, and Alphonse Daudet is now acting as

One Month ....
One Week 10
Weekly, per year ....

Subscribers to the UNION & ADVERTISER may [...] Department of [...] at any place where that company has an agency. Agents will give a money order receipt for subscriptions and will forward the money order attached to an order to send the paper for any stated time, free of any charge, except the usual fee for issuing the order.

THE PLANS—THE ENGINEERS.

A week ago in taking up for the first time this season discussion of the water question, the UNION expressly disclaimed any preference of plan at that time. The words were: "The UNION does not propose to take sides with either of these "systems"—reference being had to the pump and gravity system of Mr. Tubbs and the all gravity system of Messrs. Fanning and Fteley. It was urged that further consideration of the subject was necessary to intelligent determination, and to that end a map of the lakes, territory, conduits, reservoirs, &c., as existing, and as proposed, together with statements and reports from scientific and official sources, were published. To-day another map and more literature tending to a better understanding of the points in controversy, are given. The UNION insisted that it was bad policy to attempt to tie up the enabling act to any particular system, and still worse policy to try to ignore the duly elected representatives of the city of Rochester, the Common Council, which is by the charter expressly, charged with "the management and control of the fiscal and prudential affairs of "said city, and of all property, real and "personal, belonging to said city." The discussion had within this week has brought the community to a conviction that the UNION was right, and the general judgment now is, in what have heretofore been opposing circles that may be designated Common Council and Chamber of Commerce, that the proper thing to do is to substitute for the amendment of the enabling act made by the Assembly committee on cities, which arbitrarily fixes a system, provision that the system shall be established by a two-thirds vote, or eleven votes, in the Common Council, which vote shall also be required in the issuance of bonds. This is a fair and safe proposition. By concurrence of the Common Council and Chamber of Commerce in it, the enabling act can be passed. Without such concurrence the enabling act is sure to be defeated, especially as the Legislature has reached its expiring days.

Some of the advocates of the all gravity system say they inferred that the UNION favored Mr. Tubbs's plan because it spoke highly of him and of his experience and services in the construction of the city's present works, and referred to Messrs. Fanning and Fteley as strangers who necessarily were not so personally familiar with the water and the ground. This inference was not warranted. We simply desired that Mr. Tubbs should have a fair chance in the controversy. He has had it. And we now feel bound to say that his supports do not materialize in the form of hydraulic engineers competent to pass judgment in the premises. In such a situation it is impossible for the lay mind to pin faith to what is practically his mere dictum, and ignore the weight of opinion in favor of the all gravity plan. So far as professional status and experience are concernen, both Messrs. Fanning and Fteley have records that cover a great deal of earth and water in the way of hydraulic works. Taking everything into consideration, as the situation nows stands, we think it wisdom to leave the question of system to decision by a two-thirds vote of the people's duly chosen representatives, in the fullest condence that that decision will be correct and satisfactory to more than nine-tenths of the constituency.

SOLID WORK.

If any one has had misgivings as to redemption of the pledges made to the people of Rochester by the new street railroad owners and managers, we think they will be disposed to part with them on taking a view of the work done in laying the new T rail track inside the curb on the west side of Lake avenue from M'Cracken street to the old city line. In asking permission the managers said the work would be done in first class manner, which is the manner contemplated in the relaying of all the tracks throughout the city. It is due to them to say that they have more than fulfilled both the expectations and the desires of the property owners. The excavation in the lawn has been made deep enough to receive six inches of broken stone, and upon this M'Adam bed the best quality and size of cedar ties are laid as closely as they are to be found upon the New York Central or any other steam road for freight and passenger traffic. The narrow spaces between the ties are to be nearly filled with broken stone. And then earth will follow between the rails over the ties, making a bed upon which the sod is to be replaced. It is a creditable piece of work that is worth looking at as a specimen of what the new company has promised and commenced performing.

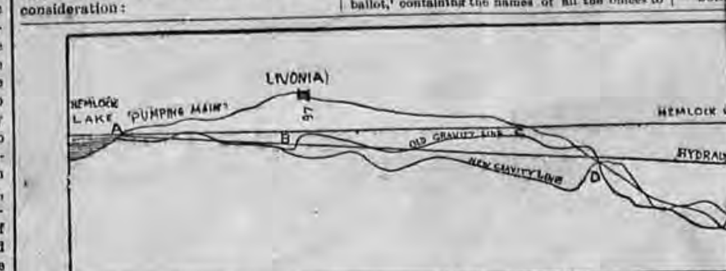
Gov. Hill has interposed his veto again, but there is every indication that it will be unanimously overruled—prevention of a marriage between a nephew and a young woman in Elmira.—[Syracuse Standard.

Assuming that the story printed in the newspapers is true—and we advise the Standard not to believe everything it sees in the newspapers about Gov. Hill, it must be conceded that there is great danger that the veto in this instance may be overridden by unanimous vote of the two houses having a voice in the matter.

"Will water run up hill?" asks a Buffalo contemporary. Niagara river water will not. Having once passed Buffalo and the Hamburg canal it prefers the dangerous plunge over the Falls, rather than to run back anywhere near that town again.

for a system of combined pump and gravity. On Saturday we gave from the all-gravity side a statement prepared by Secretary McClintock of the Chamber of Commerce, and a report previously made by Messrs. Fanning and Fteley, the expert hydraulic engineers who disapprove of Mr. Tubbs's plan and decidedly favor that for all gravity. It was intend to republish with the statement and report the surface map, but owing to inadvertence in "making up" it was omitted. However, as every reader of the UNION had it in a previous issue the republication was not necessary to an understanding of the papers.

To-day, below, we present a profile map, which tips the surface to a perpendicular and enables the reader to obtain a correct idea of the elevations and depressions of all the lines, followed by a statement of the committee of the Chamber of Commerce that for two years past has had the subject of increased water supply, plans, &c., under consideration, and commend both to careful study and consideration:



STATEMENT OF CHAMBER OF COMMERCE COMMITTEE.

Editor Union and Advertiser:

The diagram published herewith shows the different elevations of the various conduit lines from Hemlock lake to Rush reservoir.

The line marked "old gravity line" is the present conduit which has been in use, delivering water by gravitation from Hemlock lake, since its construction, about fourteen years ago.

The line marked "hydraulic gradient" is an imaginary uniform grade line drawn from the level of Hemlock lake to the level of the reservoir at Rush.

It will be observed that the old gravity line from Hemlock lake to the point marked "B," near Richmond mills, about four and one-sixth miles, is substantially upon or below the hydraulic gradient, and it has up to that point a capacity of nineteen and three-quarter million gallons per day. At this point it rises over the hill and thence it runs below the hydraulic gradient and again forty-three feet above it.

The dotted line marked "new gravity line," below the hydraulic gradient all the way from the point "B" to Rush Reservoir, is the line proposed by the experts, and is the line upon which the original conduit should have been laid.

Mr. Tubbs is, of course, prevented from admitting the truth of this statement, and insists that the route adopted by him when the line was constructed is the only economical and feasible gravity line. To avoid the defects incident to running over the hills and above the hydraulic gradient, Mr. Tubbs' proposition is to establish pumps at Hemlock, with a pumping main rising to a point at Livonia, ninety-seven feet above the lake level, through which he would force water by pumps to that reservoir, and from thence allow it to run by gravitation to the city. This proposition has since been modified by a proposition to lay a high grade conduit from Canadice lake, which is two hundred feet higher than Hemlock, to Livonia, so as to postpone the necessity of pumping until such time as the capacity of Canadice lake—about six million gallons per day—has been used up by the growth of the city, when it will be necessary to commence to pump.

As this plan involves pumping, and the construction of about two hundred thousand dollars' worth of pipe—which we are advised by the experts is unnecessary—we do not regard it as a satisfactory substitute for the gravity system. As we have before stated, so long as we could not dispute Mr. Tubbs' claim that the route selected—when he built the original line—was the only feasible one, we were willing to discuss the question whether his alternative scheme might not be an improvement; but, as soon as the experts had established by careful detailed surveys down the valley, that the original location was a blunder, we had no hesitation in urging the adoption of the gravity system upon the new line proposed.

We state distinctly that Mr. Tubbs is now asking the city of Rochester to permit him to make the fourth in a series of blunders which have cost the city to this date large sums of money. We shall, of course, be satisfied if the people, through their authorized representatives, consent to this, but we should feel that we had not done our duty to our fellow citizens if we did not make it perfectly clear that after an examination extending over two years, assisted by the experts employed under the direction of the Common Council, this conclusion has forced itself upon us.

Very truly, &c.,
WM. H. GORSLINE,
JAMES G. CUTLER,
JAMES E. BOOTH,
WILLIAM S. KIMBALL,
CLINTON ROGERS.

An Albany contemporary, disgusted with the suicide that took place at the Capitol last week, calls loudly for reform.—[Kingston Freeman.

The trouble is, that any "Albany contemporary" that is not pleased with the suicide of the Republican party at the Capital last week, does not know what "reform" is. And we have a slight suspicion that even esteemed contemporaries as far down the Hudson River as Kingston have conceit in excess of knowledge on the subject.

[...] Hill on all essential points of difference, he writes them a letter in which he says of his present bill:

It does not leave a single expressed objection of the Governor unanswered. It preserves the principle of the official ballot. * * * The bill in its amended form, providing as it does for a secret booth and an exclusive official ballot distributed by election officers within the polling-place on election day, embraces every *principle* for which we have so long been contending.

This letter is unique. But as it fills the ballot reform cranks full up with Saxton sugar coated pills and has the desired effect upon them, everybody else ought to be satisfied with it. A bill that meets every objection of the Governor—especially the insurmountable objection of the exclusive official ballot, by maintaining its "principle" while yielding every vestige of its substance, is a bill that throws the Maine law when passed but not enforced into the shade. This is the provision by which the "principle" of the exclusive government ballot is "preserved:"

"Any voter may take with him into the voting booth or compartment a printed ballot of his own selection or preparation, to be known as a 'paster ballot,' containing the names of all the offices to be filled and of the candidates therefor for whom he desires to vote, which paster ballot may be gummed on the back thereof, and the voter may paste the whole of such paster ballot on any of the official ballots below the stub. Any names so written upon the ballot shall be deemed the choice of the voter notwithstanding the name of another candidate for the same office may be upon the original ballot without being erased, covered or concealed by the writing or paster."

Practically, this provision converts the exclusive government ballot into an unsealed envelope for the voter's exclusive individual ballot, which he carries with him to the poll and into the booth, and which he fixes to suit himself either before or after going to the poll and into the booth, as he chooses. It at the same time enables the incapacitated voter to secure advice and assistance of his own choice in preparing his ballot, and prevents the monstrous outrage of turning such voter over to the dictation and direction of "sworn officers of election."

THE KIND OF CANALS DEMANDED.

The Welland canal, connecting Lake Erie and Lake Ontario on the Canadian side, is being deepened at the expense of the British government. In case of war a fleet of gun boats can be brought by way of the St. Lawrence and the lakes to the very wharves of Chicago. We are powerless to protest, since there is no treaty to the contrary, and the agreement entered into by the State department has no permanent vitality. However at variance this may be with the spirit of our conventions with Great Britain, there is no direct violation of law. All we can do, therefore, is to meet this move by a corresponding one, and happily nature has made equal provisions for us. We need first the Niagara canal already projected, and second, either a canal connecting Lake Ontario with the Hudson at Troy and Albany, already much discussed, or one connecting Lake Michigan with the Mississipi, also a project of long standing. Either of these would enable us to meet a British fleet on the lakes and repeat the victories of the war of 1812.—[Springfield (Mass.) Union.

This is good logic from a military standpoint. But commerce furnishes the crowning necessity for one or both of the great waterways suggested. The great Northwest and East would be immeasurably benefitted by a Lake Ontario and Hudson waterway, which would make Europe several hundred miles nearer the West than the Mississippi route. In a military way such a ship canal would also be vastly preferable to the Mississipi project. Let the Lake Ontario and Troy ship canal be built. But first push the Niagara canal scheme through Congress. It is a necessary link to the mightiest and most magnificent commercial chain of the future.—[Troy Press.

It is gratifying to observe this enlargement of ideas on the question of the canals demanded by the interests of the country and the circumstances of the period. The canals of New York, comparatively insignificant in capacity, are now given almost wholly to inter-state commerce, to which, unjustly, they are made free by imposing the cost of their maintenance upon the tax-payers of this state alone. In and to the extent of their capacity they fill a want of the United States. But a ship canal, or series of ship canals, that would enable vessels to sail from the head waters that border the granaries of the great west down around Niagara Falls, into the Hudson River, down to tide water at New York, and thence to all Ocean ports of the civilized world, would be one of the grandest achievements, if not the grandest achievement, in its line, of the century.

LINEAL, OR REGIMENTAL PROMOTION.

Promotion in the army at present is by regiment up to the rank of captain, and from that to colonel by seniority in each branch of the service. Regimental promotion results in inequalities, for vacancies occur much faster in some regiments than in others, so that it is not ususual for one lieutenant to get his captaincy five or even ten years sooner than another who entered the service at about the same time and under equal conditions with himself. To remedy this seeming inequity, Senator Hawley has introduced a bill doing away with regimental promotion altogether, and making "lineal promotion" the rule for commissioned officers from lieutenants up to colonels. On the face of it seems a proper measure. The objection to it is that it is destructive to all regimental association and *esprit du corps*. Under ordinary circumstances, in a cavalry regiment, for example, in time of peace, it takes from twenty to thirty years for a second lieutenant to become a major. During all that time, by the present system, he remains in the same regiment, unless for personal reasons he makes some exchange. By the method proposed in Senator Hawley's bill he would be likely to change his regiment every time he got a rise—twice, that is, on his way up to his majority.

[...] authoritative statements concerning Jesse Pomeroy. Dr. Sawin says:

"The public estimate of his character as revealed in the newspaper accounts of his actions in prison is without justification in fact. The expressions, 'the fiend,' 'fiend incarnate,' however applicable they may have been to a former state, are unwarrantable at the present time. The various stories circulated about 'torturing a cat,' 'cutting up mice and rats,' are absolutely without foundation."

Dr. Sawin gives a summary of the circumstances of Pomeroy's conviction, of the expert opinions as to his insanity given at his trial for the murder of a boy four years and three months old, and then adds:

"Pomeroy entered the prison, his sentence having been commuted to solitary imprisonment for life, September 9, 1876, when he was 17 years old. During all the time of his term he has been permitted many privileges and diversions, such as reading and painting. At one time he evinced a strong desire to improve his mind, and he studied French, German and Latin. His knowledge of the languages, however, only a smattering one. Of late he has taken a special liking to chemistry, and a slight spark of inventive genius has been manifested in his endeavors to construct a hollow self-sharpening lead pencil, in which he takes great pride. His paintings are hardly worth admiring, but he looks upon them as works of art, thus demonstrating to the observer that his standard is not very high. Without doubt his intellect and moral sense must have improved to a certain degree, since he has not been associated with other prisoners and he hasn't passed through any stage of 'devolution.' His first punishment in prison was four and a half days in a cell on November 9, 1877, for 'trying to escape, digging cement out of a cell.' [...] the average he has received six and a half days' punishment each year, in [...] cases for tampering with his cell structure in attempting to escape. He, on one occasion, was punished 'for insolence to an officer;' once 'for refusing to obey an order,' and once 'for writing an insulting letter to the warden.' Not very [...] offences these. He has never exhibited his former love to torture at any time during his incarceration in prison, w[...] seems rather strange were he insane at the time of the murders. He is remarkably cunning, clever, and quick to see the point of any conversation, logical and clear in understanding, but notably self-willed and persistent. His bodily health has been remarkably good, eating and sleeping well; seldom complaining of his diet, never asking for favors of extra rations.

"In a recent interview he stated that he thought his memory was very good in regard to some occurrences; as, for instance, his life in jail and his first four years in prison, but he had no recollection of meeting Dr. Folsom, and only an indistinct remembrance of his trial."

LIVINGSTONE'S SUCCESSOR.

A. W. Mackay, the Late Scotch Missionary, in Mid-Africa.

New York Sun.

Few newspaper readers have not heard of A. M. Mackay, the famous Scotch missionary of Lake Victoria Nyanza. Stanley called him "the modern Livingstone," and when Stanley was in Uganda October last he wrote of Mackay as the toughest little fellow you could conceive. He bears the climate splendidly. [...] complexion is uninjured despite [...]

Editor Union and Advertiser:

The undersigned gratefully acknowledges the favor you rendered to the public by giving space in your columns on the 19th of March last, to an article from his pen relating to the question of the improvement of our highways, in which the hope was expressed that some one more competent might continue it. If any one has written on this question it has escaped my notice; and inasmuch as the Chamber of Commerce, through their secretary, McClintock, has seen fit since that time to lobby at Albany in favor of a certain scheme called the Richardson scheme, the provisions of which have never been published, so far as I am aware, and inasmuch as there is some prospect that the Legislature will rush this measure through before they adjourn, the hope is expressed that you will allow the further use of your columns for a more elaborate presentation of this important subject for the public benefit; hoping to so far neutralize the efforts above alluded to as to prevent the passage of any change in our highway laws at present. It is freely admitted that no man now living ever saw the highways of not only this State but of many others in so bad a condition for so long a consecutive time as they have been for six months just past. Who are the greatest sufferers on account of this fact? The farmers who own and use these roads; and who understand that bad roads are a great drawback to their prosperity; but they, in such seasons as are usual, find sufficient opportunity to transport their products to available markets during such portions of the season as [...] favorable for that purpose. These after the frost and the roads are settled before the land is fit for spring [...] and before there is no more interruption to the [...] and comfortable use of the roads before November. After a few weeks of muddy roads they then usually freeze and remain so till snow sufficient for sleighing permits the great bulk of all work to be done for the year. We all understand when and how to so use our teams as to get the best results, and there is seldom heard any complaint from those who alone have any right to complain. If the wheelmen suppose we are to be obliged to consult their comfort in the use of our roads, it will require a good deal larger force than they can muster, if they get the assistance of the whole Chamber of Commerce, to bring about that result. With due respect for the proposition by the Governor in his message to the Legislature, wherein the suggestion was made for the State to connect the county capitals, by roads both ways to intersect these towns, it is sufficient to say the scheme is both impracticable and unnecessary, and too costly to ever get the consent of the cities in the State to submit to pay two-thirds of such cost. The farmers can never be persuaded to even pay the other third, for only a few would derive any benefit from such roads; and when it is estimated by the authority of the State Engineer, that there would be required

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D & C april 16th/90.

THE FIRST SEPARATE COMPANY.

An Enthusiastic Meeting at the Chamber of Commerce Last Night.

A well attended meeting of gentlemen interested in the formation of the new Rochester company of state militia, was held at the rooms of the Chamber of Commerce last evening. Among those present were many who had signed the original muster-roll, and many others who were anxious to become charter members of the new company. A company organization was effected by the election of F. Judson Hess as chairman and George F. Warren as secretary. A committee on membership was appointed as follows: F. Judson Hess, *ex-officio*, Herrick Smith, J. H. Dodge and S. Seward Gould.

Chairman Hess announced that the object of the meeting was merely to call the men together to prepare them for the preliminary inspection by Colonel McEwen of the staff of the commander in chief, Governor Hill, which would take place at the State Arsenal, on Saturday evening of this week, at 8 o'clock, sharp. He said that 8 o'clock in this instance meant 8 o'clock, and not 8:30 o'clock or any other time. This was a military order. Every man present should feel it his duty to be on time, and to see that every man on the muster roll was present.

L. P. Ross, president of the Chamber of Commerce, made a brief and spirited address. He told the young men present of how much importance the best citizens considered this movement, how difficult it had been and what efforts had been made to secure this new company for Rochester, and how it now rested with them to begin the organization properly and make it a source of enjoyment and improvement to themselves and a credit to the city. His speech was received with applause and had the very best effect.

Mr. Hess then stated that the Penn Yan company having been disbanded, the new company would, in all probability, take its old number and be the First Separate Company, N. G. S. N. Y. There was no reason why it should not be first not only in name, but also in all soldierly qualities. That was the idea with which the company was started. After a general talk as to the duties of a National Guardsman, and the position the new company would occupy in the National Guard, the meeting adjourned.

WELCOMED TO ROCHESTER.

Well-Known Railroad Men Dine at the Livingston Hotel.

A complimentary dinner was given last evening at the Livingston Hotel in honor of C. H. Seymour, who has recently been appointed freight agent for the Northern-Central railway, with headquarters in this city. Covers were laid for twenty-two, and the tempting menu was discussed by the following well-known railroad men: P. W. Parsons, general freight agent Rome, Watertown & Ogdensburg railway; F. W. Embry, agent Central-Hudson; C. H. Seymour, D. F. A., Penn. railway; H. C. Davis, agent Rome, Watertown & Ogdensburg; W. E. Fraser, agent Northern Central railway, Buffalo; C. B. Bennie, traveling agent Northern Central, Buffalo, A. F. Avery, agent Buffalo, Rochester & Pittsburg railway; John Lyon, soliciting agent Lehigh Valley railway; Frank Lyon, Lehigh Valley; Seth Caldwell, traveling agent Union Pacific; J. M. Horton, division freight agent New York, Lake Erie & Western railway; F. F. Bentley, general manager Syracuse & Baldwinsville railway; J. Drexilius, train dispatcher Central-Hudson; George Bowman, city agent Erie railway; R. W. Davis, traveling agent Buffalo, Rochester & Pittsburg railway, and Frank J. Amsden.

At the close of the dinner brief speeches were made by several of the guests. Mr. Seymour was formerly traveling freight agent for the same road with headquarters at Buffalo. The office in this city will be in the Wilder Building.

U. & A April 16/90

FOR THE TAXPAYERS.

The Plea Made by Mr. S. B. Roby Before an Aldermanic Committee.

The following plea in behalf of taxpayers was delivered before the Aldermanic committee on additional water supply, April 14th, by Mr. S. B. Roby:

On page eight of a publication by Henry C. Meyer (editor of the Sanitary Engineer), entitled "Water Waste Prevention," will be found this paragraph: "The consumption of water in New York, with the present reduced pressure in the mains, is about seventy-five gallons daily for each inhabitant, which amount is nearly three times as great as Liverpool or Manchester use with their greatly increased pressure. There is no doubt but that after making the most liberal allowance for the difference in the habits and usage of our people, fully forty gallons per head are wasted, and of this amount twenty-five gallons at least, may be considered as preventable waste."

Again, "The necessity for the adoption of a uniform and uniformly applied system of rules and regulations is manifested by the result of their application or otherwise, in towns of a generally similar character, Oxford and Cambridge, England, are two such towns. In the former, where no efficient regulations are in use, the quantity delivered is eighty gallons per head; in the latter, where efficient regulations are in use, the quantity delivered is eighteen gallons." Again, "Norwich was the first city in England to secure parliamentary powers to adopt and enforce rules controlling the character of water fittings and plumbing. This was [illegible] consumption had so increased that the intermittent supply had to be resorted to. The consumption had then arisen to what in England is regarded the enormous [illegible] States gallons [illegible] hydraulic engineer, Mr. Thomas Hawksley, parliamentary powers were sought and obtained, rules were prepared and enforced, defective mains replaced and waste stopped to such an extent that the consumption was brought to fifteen gallons per head—about one-third the former amount; the *constant* service was restored and has ever since been maintained."

Again: "In Glasgow, Scotland, in certain localities, district meters were applied by way of experiment. These show that it was possible to reduce an average consumption of fifty-nine gallons (imperial) per head, per twenty-four hours, to twenty-six gallons. The night rates, which had been forty-five, were reduced to eight gallons."

Suppose we take the city of New York as one whose condition does not differ materially from conditions that prevail here in Rochester. Accepting seventy-five gallons as the maximum, and deducting therefrom twenty-five gallons, which Mr. Meyer asserts is preventable waste, we have remaining fifty gallons as a reasonable consumption. It is represented by Engineer Tubbs, and generally accepted as true, that we are receiving from Hemlock lake 9,000,000 of gallons each twenty-four hours. By referring to Mr. Tubbs' official reports, published September 21, 1888, page 39, it will be seen that he refers to the Holly system in these words: "The Holly pressure system was designed for the purpose of furnishing a most perfect protection from fire in those localities within the city which are occupied by mills and manufactories, and where large and valuable stocks of merchandise are stored. It is a well understood fact that the ordinary water supply main, which is drawn upon for all purposes, cannot be depended upon for a long series of years, independent of the use of steam fire engines for the suppression of extensive conflagrations. The pressure becomes too light for such use. The experience of the neighboring city of Buffalo is evidence of this fact. The Holly system of this city was designed with a separate system of pipes, so that no such reduction of pressure could ever occur by the abstraction of water for other purposes to such an extent as to cripple its usefulness in the suppression of a large fire. The theory was that each hydrant of this system would in effect perform duty of a steam fire engine wherever located, and this theory has been demonstrated to be sound during the experience of many years and has had the effect of reducing fire insurance premiums on business property to an extent that no other device or profession with which I am acquainted could have done, and to an extent also which has many times paid the whole annual cost of operating the system. The capacity of the Holly system is 8,000 gallons per minute. At this rate, the Holly system, according to Mr. Tubbs, is capable of delivering eleven millions five hundred and twenty thousand gallons in twenty-four hours. It will be observed from the foregoing that *we now* have two systems, both admirable in the estimate of Mr. Tubbs, that are capable of delivering twenty million gallons of water every twenty-four hours.

The population of the city is variously estimated. By some persons it is thought that there are one hundred and twenty, while others say one hundred and thirty thousand inhabitants. Admitting that there is the greater number, we now have our problem before us. Twenty millions of gallons of water daily for the use of one hundred and thirty thousand people. The population in 1880 was ninety thousand, the increase, therefore, in ten years was fifty per cent. Add fifty per cent to one hundred and thirty and we have one hundred and ninety-five thousand, say two hundred thousand in the year 1900. Now, divide twenty millions of gallons by two hundred thousand and we have one hundred gallons for each person, when the population shall be two hundred thousand. Is it not extravagant in the extreme to seriously contemplate taking measures for securing an additional supply of water under these circumstances, when fifty gallons is an ample supply for each individual for twenty-four hours? There are those who say in effect that one hundred and fifty gallons is not enough for *them*. If this city was in a good financial condition, which it is not, it would be the height of folly even then to arrange to expend one and a half to two millions of dollars for this purpose.

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By referring to the UNION's Year Book, 1889, page 38, there will be found a statement by Mr. John Bower of the actual cost of the water works by taxation and bond issues to the present time; and it will surprise most people, I imagine, to learn that the cost has been about $8,400,000, while the receipts from sale of water to consumers has only been $980,000. What an exhibit! And yet in view of this it is proposed to increase the burdens of the taxpayers by another issue of bonds to the extent of one and half to two millions of dollars.

I contend that when an enterprise is contemplated involving the expenditure of so much money as this, the utmost caution should be exercised; and further, that inasmuch as the matter vitally affects each and every taxpayer the question should be referred to the people. I think I have shown conclusively that the first thing to be done is to economize in the use of water; that done, there will be no necessity for an additional supply for quite a length of time, thus giving the people ample time to canvass the matter thoroughly and enable them [illegible] more wisely [illegible].

My Chairman, I trust you and the other members of this committee will conclude that a matter of so much importance, affecting as it does the pockets of your constituents, [illegible] to them to decide [illegible], and [illegible] permitted to make a suggestion, and it is this: That a committee consisting of three (3) well-known and trusted citizens be appointed to make a thorough investigation into all that appertains to this question. Not by inviting any more experts to come *here*, but by themselves visiting other cities and learning how the water works are conducted in those cities, and with what results; and that they are to make a report to the Common Council of what is learned. This report would be of great service to the people in enabling them to determine whether, in their judgment, more water should be had, and if so, how it is to be obtained.

IN THE COURT HOUSE.

Decisions Handed Down by Judge

D & C april 23d

AT LAST AGREED.

Chamber of Commerce and Common Council Harmonize on the Water Bill.

A well attended meeting of the Board of Trustees of the Chamber of Commerce was held last evening, the following members being present: F. J. Amsden, E. R. Andrews, W. C. Barry, James E. Booth, George C. Buell, H. C. Brewster, J. H. Chase, E. T. Curtis, J. G. Cutler, S. G. Curtice, C. M. Everest, John Fahy, W. H. Gorsline, T. B. Griffith, A. S. Hamilton, D. M. Hough, G. A. Hollister, R. M. Myers, L. P. Ross, Clinton Rogers. An attested copy of the proceeding of the Common Council, in reference to the water supply, which will be found in the report of last night's proceedings of that body, having been brought to the meeting by Assistant City Attorney Sullivan, and having been read and considered, the following report from the water supply committee was presented;

To the Board of Trustees Rochester Chamber of Commerce:

GENTLEMEN: In view of the proposition from the Common Council to make the determination of the system ultimately to be adopted by the city in obtaining an additional water supply dependent upon a vote of eleven aldermen for the plan selected, we respectfully recommend that the substitution of such provision in the act as proposed by the Common Council for what is known as the gravity amendment, be accepted by the Chamber of Commerce and that this association should take steps to co-operate with the Common Council, as requested by it, to secure the passage of the act as amended.

W. H. GORSLINE,
J. G. CUTLER,
J. E. BOOTH,
W. S. KIMBALL,
CLINTON ROGERS,
Special Committee on Water Supply.

On motion of Mr. Cutler the following resolution was adopted:

Resolved, That the report and recommendation of the special committee on water supply be received and adopted, and that the president and secretary be requested to go to Albany to co-operate with the representatives of the Common Council in securing the passage of the enabling act as proposed to be amended in accordance with the resolutions of the Common Council.

The following resolution, offered by George C. Buell, was unanimously adopted:

Resolved, That the Chamber of Commerce of the city of Rochester desires most emphatically to express its disapproval of the bill before Congress, known as the Butterworth bill (No. 5,353) defining "options" and "futures," and imposing special taxes on dealers therein, etc.

We feel confident that such legislation, while it is intended to correct some evils that exist in the dealing in property not actually delivered at the time of sale, will prove to be most injurious to the commerce and will depreciate the values of the agricultural products of the country, while it will tend to paralyze the business of large commercial centers. We therefore respectfully urge upon our senators and member of Congress the importance of defeating the passage of the bill referred to, and ask their co-operation to this end.

A letter was received from Congressman Charles S. Baker, enclosing a communication from M. W. Hassan, of this city, in which the writer suggested opposition to the Paine bill for a ship canal around Niagara Falls on the ground that an appropriation of equal amount would make the Erie canal navigable for ships from Buffalo to Rochester, where it could be connected with the Genesee river by a system of locks. Mr. Baker recommended the matter to the Chamber of Commerce as one worthy its earnest attention.

The matter was referred to the committee on legislation.

Charles W. Voshall was elected a member of the Chamber of Commerce.

The meeting then adjourned.

THE COMING CONCERT.

Herald [illegible]

Census Statistics.

John Bower, who was some time ago employed by the chamber of commerce to prepare municipal statistics for the eleventh census, expects to have his work completed in about a week. He has gone through the records and reports of the various departments and collected a mass of statistical information, which has been reclassified and is now being forwarded to Superintendent Porter as fast as the sheets are completed.

Y, APRIL 23, 1890.

ONE CENT A WORD.

WANTS.

Agents and Canvassers.

WANTED—Six good canvassers. F. M. Derrick, Chapman House.

WANTED—Agents, references required. E. Gately & Co., 6 and 8 Wilder's Arcade.

WANTED—A good, live agent for city trade. J. C. Gallagher, job printer, 15 Smith's Arcade.

WANTED—Good canvasser and collector: permanent work and good pay. W. Davidson, 48 Reynolds Arcade.

WANTED—Canvassers, either sex, everywhere; something every housekeeper needs; samples and terms by mail; 3 cts. in stamps. Address A., 14 Frank-st., Rochester, N. Y.

ONE CENT A WORD.

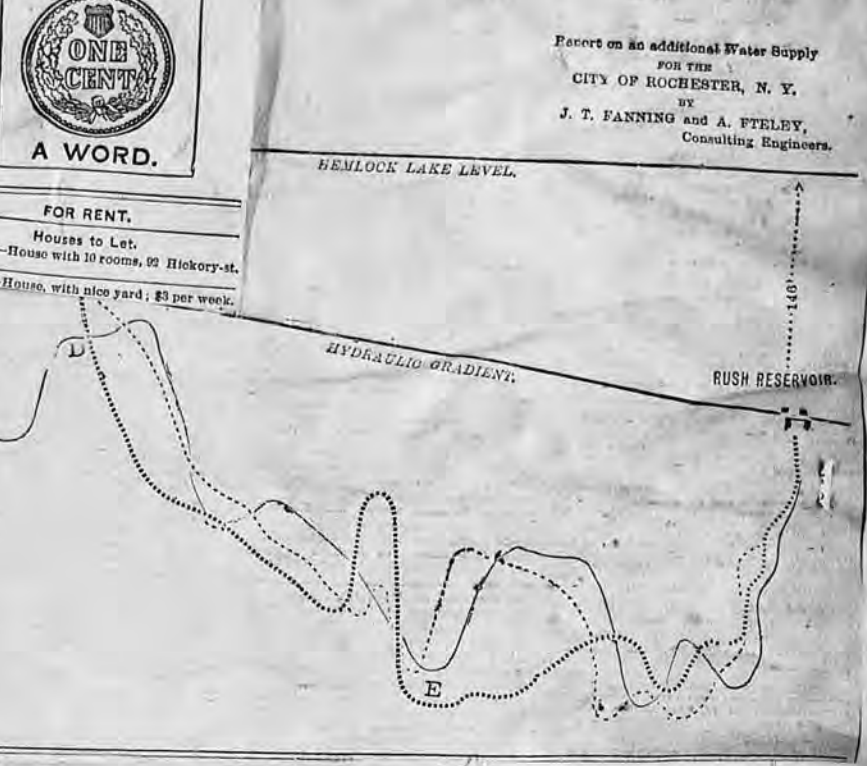
FOR RENT.

Houses to Let.

TO LET—House with 10 rooms, 92 Hickory-st.

TO LET—House, with nice yard; $3 per week.

APRIL 23. 1890.



loose form of expression. The *Sun's* view of the matter is given in another column.

THE fatter Grover Cleveland becomes the less he laughs.

IT is proved conclusively that Cleveland didn't say so, but doesn't he think so?

WHEN Senator Vest feels in a funny

D & C

ICLE: WEDNESDAY, APRIL 23, 1890.

TO EXTEND ITS TRACKS

The Street Car Company Petitions the Common Council.

AN INVESTIGATION ORDERED

In the Poor Department—Special Water Committee's Report—Ald. Thayer's Resignation — Standing Committees Appointed.

For three long hours yesterday evening, the City Fathers passed upon matters municipal, and the account of many of their acts will make very interesting reading. Among the important measures was the adoption of the special report of Alderman Kelly's water committee; and the acceptance of Alderman Thayer's resignation. Aldermen Thayer and Judson were the only members not present.

After the usual number of petitions had been presented, Alderman Kelly sent up a communication from the Rochester Railway Company, asking permission to extend its operations to certain streets of the city. The application follows:

"*To the Honorable the Common Council of the City of Rochester.*

"GENTLEMEN: The Rochester Railway Company, which has succeeded to all of the rights, privileges, franchises and property of the Rochester City & Brighton Railroad Company, the Crosstown Railroad Company and the South Park Railroad Company hereby makes application for the consent of your honorable body to the extensions of its lines of street railroad in the city of Rochester as is hereinafter specifically set forth.

"Under the contract made between the Rochester City & Brighton Railroad Company with the City of Rochester, all of the obligations of which contract are to be performed by your petitioner, this company is required to furnish to each passenger, paying a fare of five cents, a continuous passage from any part of the city reached by the lines of this company to any other part of the city reached by the lines of this company. In order to accomplish this purpose as well as to furnish needed facilities for the rapid transportation of people throughout all parts of the city, it is necessary that this company should connect a considerable number of its lines as at present operated. This company also desires to extend its lines as the work of making the change of its system of operation progresses in order that all of the out-lying sections of the city may be furnished with needed facilities for rapid transit to the centre of the city.

This company has considered with great care the question of the extensions of its lines and the connections of its lines, and has decided that the right to construct and operate its railroad upon the streets and across the bridges hereinafter named is necessary to fully carry out the plans and purposes of the company with reference to the carrying of rapid transit in this city.

ing the street bounding the lands of the Rochester Driving Park Association on the east; thence along such Boulevard to the northerly end thereof; thence along such street as may be opened as an extension of such Boulevard northerly to the north line of said city.

"From the present westerly terminus of the tracks of this company on Lyell avenue westerly along Lyell avenue to the west line of said city.

"From the present western terminus of the tracks of said company on Jay street along Jay street westerly to the west line of said city.

"From the present western terminus of the tracks of said company on West avenue westerly along West avenue to the west line of said city.

"From the center line of West avenue opposite Genesee street, thence southerly to and along Genesee street and the Scottsville road, so-called, to the southerly line of said city.

"From the intersection of Bronson avenue with Jefferson avenue westerly along Bronson avenue to Genesee street; thence across Genesee street and along the street extending westerly and being the westerly extension of Bronson avenue, and along the street to be opened in extension of Bronson avenue, and along the street connecting with such extension to Chili avenue, and along Chili avenue westerly to the west line of said city.

"From the present southerly terminus of the track of said company on Plymouth avenue southerly along Plymouth avenue and the River road to the northerly entrance of that portion of the public park of the city of Rochester lying west of the Genesee river and north of Elmwood avenue.

"From the intersection of Lyell avenue with Cameron street; thence along Cameron street to Otis street; thence along Otis street to Gates avenue; thence along Gates avenue to Emerson street.

"Your petitioner has caused this application in writing to be duly executed this 22nd day of April, 1890.

"ROCHESTER RAILWAY COMPANY,
"By J. N. BECKLEY,
"Vice-President and Secretary."

This communication was ordered received, filed and published, and it was further acted upon by the adoption of a resolution setting the evening of May 13th at 7 o'clock as the time and the Council Chamber as the place for hearing the application.

The finance budget, offered by Alderman Schroth, was adopted.

Alderman Kelly next sent up the report of the water committee. The report recommends the following:

"Strike out all relating to the gravity system in the Assembly bill and insert instead at the end of section 1 the following:

"But no method or system for providing such water supply shall be adopted, nor any bonds under this act shall be issued or directed to be issued, except it be by a vote of at least eleven aldermen, members of said Common Council, voting in the affirmative.

"And the Executive Board of the said city shall, in the procurement of water supply, under the

Kelly presented a communication from Alderman Thayer in which that gentleman thanked his brother aldermen for their many kindnesses and courtesies, but reiterated the wish that his resignation be accepted. This was done in the following resolution offered by Alderman Kelly:

WHEREAS, Our worthy colleague and brother alderman, Halbert G. Thayer, Esq., has been compelled, by force of his business interests, and the state of his health, to tender his resignation as alderman of the Sixteenth ward, to this board, an act which we deeply deplore, and,

WHEREAS, It is but fitting that we spread upon our minutes an expression of the deep regret felt by this board at the loss of the services of so eminent a member thereof; now, therefore, be it

Resolved, That in the severing of the ties of association of our colleague with us, the municipality of the city of Rochester, by reason of the admirable and praiseworthy career of our associate, Halbert G. Thayer, in the position of chairman of the finance committee, and as alderman in general, has lost an able servitor, and one whose public career has been without reproach; now, therefore, be it further,

Resolved, That we accept his resignation with a feeling of sincere sorrow, hoping that our colleague's health and business interests may soon be in such a state as to permit of his early return to this board, or in some other official position, whereby the city of Rochester may avail itself of his able services; and be it further,

Resolved, That the clerk of this board be, and he hereby is, instructed to have suitably engrossed and framed a copy of this preamble and these resolutions and transmit the same, with proper ceremony, to Halbert G. Thayer, Esq., our colleague, who is about to leave us, to the regret of all.

At the next meeting of the council the time for the holding of the special election made necessary by Alderman Thayer's resignation, will probably be fixed.

Alderman Fee offered a resolution directing the appointment of a committee of seven, in accordance with a previous resolution, whose duties shall be to watch the city's interest in the matter of the change of motive power on the street railway. Later President Tracy announced as such committee, Aldermen Kelly, Hall, Fee and Bohrer, Mayor Carroll, Superintendent of Fire Alarm Barnes and President Tracy, being members of the committee by the provisions of the previous resolution.

The Central, Traders' and German-American Banks were designated banks of deposit for moneys of the city for the ensuing year.

It was voted to grant an exhibiting license to Forepaugh's show for June 3d.

Alderman Selye offered what is to be known as rule XLIV, for the guidance of the council. It provides that before the council shall take action upon any legislative bill transmitted to it for approval, a copy of such bill shall have been placed upon the each aldermanic desk at least one week before such action. The rule was adopted. By resolution the city [illegible] was authorized to issue [illegible] for $60,000, the

10

as he grows older.

WHILE public attention is strongly directed to the water supply bill now pending at Albany, the measure providing for the East Side trunk sewer must not be neglected. The sewer bill appropriates a million of dollars, and it should be carefully watched until it reaches the hands of the Governor. None of the safeguards now in the bill should be lost through inattention. Watch the sewer bill.

Herald April 23rd

To Confer With the Aldermen.

The special charter revision committee of the chamber of commerce held its first meeting yesterday afternoon. Of its 10 members there were present A. S. Hamilton, H. S. Greenleaf, Ira L. Otis, Eugene T. Curtis, Henry C. Brewster and Henry Michaels. There was a general discussion of the charter problem and a sub-committee was appointed to confer with the committee on charter revision of the common council, which consists of Aldermen Selye, Fee and Kelly. An adjournment was then taken until four o'clock on next Tuesday afternoon.

D & C
april 16th/90.

THE FIRST SEPARATE COMPANY.

An Enthusiastic Meeting at the Chamber of Commerce Last Night.

A well attended meeting of gentlemen interested in the formation of the new Rochester company of state militia, was held at the rooms of the Chamber of Commerce last evening. Among those present were many who had signed the original muster-roll, and many others who were anxious to become charter members of the new company. A company organization was effected by the election of F. Judson Hess as chairman and George F. Warren as secretary. A committee on membership was appointed as follows: F. Judson Hess, *ex-officio*, Herrick Smith, J. H. Dodge and S. Seward Gould.

Chairman Hess announced that the object of the meeting was merely to call the men together to prepare them for the preliminary inspection by Colonel McEwen of the staff of the commander in chief, Governor Hill, which would take place at the State Arsenal, on Saturday evening of this week, at 8 o'clock, sharp. He said that 8 o'clock in this instance meant 8 o'clock, and not 8:30 o'clock or any other time. This was a military order. Every man present should feel it his duty to be on time, and to see that every man on the muster roll was present.

L. P. Ross, president of the Chamber of Commerce, made a brief and spirited address. He told the young men present of how much importance the best citizens considered this movement, how difficult it had been and what efforts had been made to secure this new company for Rochester, and how it now rested with them to begin the organization properly and make it a source of enjoyment and improvement to themselves and a credit to the city. His speech was received with applause and had the very best effect.

Mr. Hess then stated that the Penn Yan company having been disbanded, the new company would, in all probability, take its old number and be the First Separate Company, N. G. S. N. Y. There was no reason why it should not be first not only in name, but also in all soldierly qualities. That was the idea with which the company was started. After a general talk as to the duties of a National Guardsman, and the position the new company would occupy in the National Guard, the meeting adjourned.

WELCOMED TO ROCHESTER.

Well-Known Railroad Men Dine at the Livingston Hotel.

A complimentary dinner was given last evening at the Livingston Hotel in honor of C. H. Seymour, who has recently been appointed freight agent for the Northern-Central railway, with headquarters in this city. Covers were laid for twenty-two, and the tempting menu was discussed by the following well-known railroad men: E. W. Parsons, general freight agent Rome, Watertown & Ogdensburg railway; F. W. Embry, agent Central-Hudson; C. L. Seymour, D. F. A., Penn. railway; H. C. Davis, agent Rome, Watertown & Ogdensburg; W. E. Fraser, agent Northern Central railway, Buffalo; C. B. Bennie, traveling agent Northern Central, Buffalo, A. F. Avery, agent Buffalo, Rochester & Pittsburg railway; John Lyon, soliciting agent Lehigh Valley railway; Frank Lyon, Lehigh Valley; Seth Caldwell, traveling agent Union Pacific; J. M. Horton, division freight agent New York, Lake Erie & Western railway; F. F. Bentley, general manager Syracuse & Baldwinsville railway; J. Drexilius, train dispatcher Central-Hudson; George Bowman, city agent Erie railway; R. W. Davis, traveling agent Buffalo, Rochester & Pittsburg railway, and Frank J. Amsden.

At the close of the dinner brief speeches were made by several of the guests. Mr. Seymour was formerly traveling freight agent for the same road with headquarters at Buffalo. The office in this city will be in the Wilder Building.

U. + A. Apr 16/90

FOR THE TAXPAYERS.

The Plea Made by Mr. S. B. Roby Before an Aldermanic Committee.

The following plea in behalf of taxpayers was delivered before the Aldermanic committee on additional water supply, April 14th, by Mr. S. B. Roby:

On page sight of a publication by Henry C. Meyer (editor of the Sanitary Engineer), entitled "Water Waste Prevention," will be found this paragraph: "The consumption of water in New York, with the present reduced pressure in the mains, is about seventy-five gallons daily for each inhabitant, which amount is nearly three times as great as Liverpool or Manchester use with their greatly increased pressure. There is no doubt but that after making the most liberal allowance for the difference in the habits and usage of our people, fully forty gallons per head are wasted, and of this amount twenty-five gallons at least, may be considered as preventable waste."

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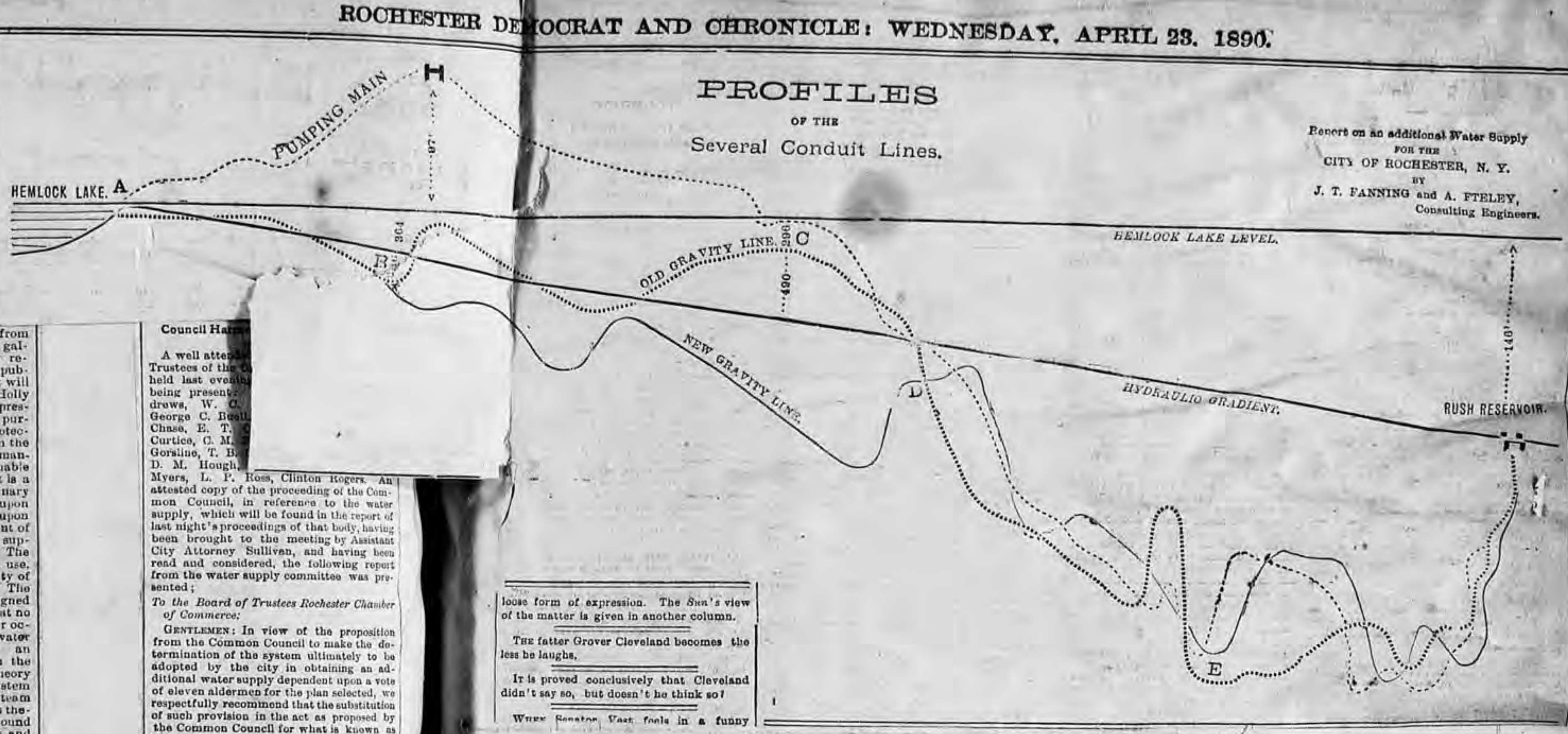
[illegible] them to adopt the wisest [illegible] bring more [illegible]

Mr. Chairman, I trust you and the other members of [illegible]



Council Harm[ony] [illegible]

A well atten[ded meeting of the Board of] Trustees of the [Chamber of Commerce was] held last evenin[g, there] being present: [illegible An]drews, W. C. [illegible] George C. Buell, [illegible] Chase, E. T. C[illegible] Curtice, C. M. [illegible] Gorsline, T. B. [illegible] D. M. Hough, [illegible] Myers, L. P. Ross, Clinton Rogers. An attested copy of the proceeding of the Common Council, in reference to the water supply, which will be found in the report of last night's proceedings of that body, having been brought to the meeting by Assistant City Attorney Sullivan, and having been read and considered, the following report from the water supply committee was presented;

To the Board of Trustees Rochester Chamber of Commerce:

GENTLEMEN: In view of the proposition from the Common Council to make the determination of the system ultimately to be adopted by the city in obtaining an additional water supply dependent upon a vote of eleven aldermen for the plan selected, we respectfully recommend that the substitution of such provision in the act as proposed by the Common Council for what is known as the gravity amendment, be accepted by the Chamber of Commerce and that this association should take steps to co-operate with the Common Council, as requested by it, to secure the passage of the act as amended.

W. H. GORSLINE,
J. G. CUTLER,
J. E. BOOTH,
W. S. KIMBALL,
CLINTON ROGERS,
Special Committee on Water Supply.

On motion of Mr. Cutler the following resolution was adopted:

Resolved, That the report and recommendation of the special committee on water supply be received and adopted, and that the president and secretary be requested to go to Albany to co-operate with the representatives of the Common Council in securing the passage of the enabling act as proposed to be amended in accordance with the resolutions of the Common Council.

The following resolution, offered by George C. Buell, was unanimously adopted:

Resolved, That the Chamber of Commerce of the city of Rochester desires most emphatically to express its disapproval of the bill before Congress, known as the Butterworth bill (No. 5,353) defining "options" and "futures," and imposing special taxes on dealers therein, etc.

We feel confident that such legislation, while it is intended to correct some evils that exist in the dealing in property not actually delivered at the time of sale, will prove to be most injurious to the commerce and will depreciate the values of the agricultural products of the country, while it will tend to paralyze the business of large commercial centers. We therefore respectfully urge upon our senators and member of Congress the importance of defeating the passage of the bill referred to, and ask their co-operation to this end.

A letter was received from Congressman Charles S. Baker, enclosing a communication from M. W. Hassan, of this city, in which the writer suggested opposition to the Paine bill for a ship canal around Niagara Falls on the ground that an appropriation of equal amount would make the Erie canal navigable for ships from Buffalo to Rochester, where it could be connected with the Genesee river by a system of locks. Mr. Baker recommended the matter to the Chamber of Commerce as one worthy its earnest attention.

The matter was referred to the committee on legislation.

Charles W. Voshall was elected a member of the Chamber of Commerce.

The meeting then adjourned.

THE COMING CONCERT.

Herald Apr 23rd

Census Statistics.

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D & C

[CHRON]ICLE: WEDNESDAY, APRIL 23, 1890.

TO EXTEND ITS TRACKS

The Street Car Company Petitions the Common Council.

AN INVESTIGATION ORDERED

In the Poor Department—Special Water Committee's Report—Ald. Thayer's Resignation — Standing Committees Appointed.

For three long hours yesterday evening, the City Fathers passed upon matters municipal, and the account of many of their acts will make very interesting reading. Among the important measures was the adoption of the special report of Alderman Kelly's water committee; and the acceptance of Alderman Thayer's resignation. Aldermen Thayer and Judson were the only members not present.

After the usual number of petitions had been presented, Alderman Kelly sent up a communication from the Rochester Railway Company, asking permission to extend its operations to certain streets of the city. The application follows:

"*To the Honorable the Common Council of the City of Rochester.*

"GENTLEMEN: The Rochester Railway Company, which has succeeded to all of the rights, privileges, franchises and property of the Rochester City & Brighton Railroad Company, the Crosstown Railroad Company and the South Park Railroad Company hereby makes application for the consent of your honorable body to the extensions of its lines of street railroad in the city of Rochester as is hereinafter specifically set forth.

"Under the contract made between the Rochester City & Brighton Railroad Company with the City of Rochester, all of the obligations of which contract are to be performed by your petitioner, this company is required to furnish to each passenger, paying a fare of five cents, a continuous passage from any part of the city reached by the lines of this company to any other part of the city reached by the lines of this company. In order to accomplish this purpose as well as to furnish needed facilities for the rapid transportation of people throughout all parts of the city, it is necessary that this company should connect a considerable number of its lines as at present operated. This company also desires to extend its lines as the work of making the change of its system of operation progresses in order that all of the out-lying sections of the city may be furnished with needed facilities for rapid transit to the centre of the city.

"This company has considered with great [ca]re the question of the extensions of its [lin]es and the connections of its lines, and [ha]s decided that the right to construct and [op]erate its railroad upon the streets and [ac]ross the bridges hereinafter named is [ne]cessary to fully carry out the plans and [pur]poses of the company with reference to [the] serving of rapid transit in this city.

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"From the present westerly terminus of the tracks of this company on Lyell avenue westerly along Lyell avenue to the west line of said city.

"From the present western terminus of the tracks of said company on Jay street along Jay street westerly to the west line of said city.

"From the present western terminus of the tracks of said company on West avenue westerly along West avenue to the west line of said city.

"From the center line of West avenue opposite Genesee street, thence southerly to and along Genesee street and the Scottsville road, so-called, to the southerly line of said city.

"From the intersection of Bronson avenue with Jefferson avenue westerly along Bronson avenue to Genesee street; thence across Genesee street and along the street extending westerly and being the westerly extension of Bronson avenue, and along the street to be opened in extension of Bronson avenue, and along the street connecting with such extension to Chili avenue, and along Chili avenue westerly to the west line of said city.

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"From the intersection of Lyell avenue with Cameron street; thence along Cameron street to Otis street; thence along Otis street to Gates avenue; thence along Gates avenue to Emerson street.

"Your petitioner has caused this application in writing to be duly executed this 22nd day of April, 1890.

"ROCHESTER RAILWAY COMPANY,
"By J. N. BECKLEY,
"Vice-President and Secretary."

This communication was ordered received, filed and published, and it was further acted upon by the adoption of a resolution setting the evening of May 13th at 7 o'clock as the time and the Council Chamber as the place for hearing the application.

The finance budget, offered by Alderman Schroth, was adopted.

Alderman Kelly next sent up the report of the water committee. The report recommends the following:

"Strike out all relating to the gravity system in the Assembly bill and insert instead at the end of section 1 the following:

"But no method or system for providing such water supply shall be adopted, nor any bonds under this act shall be issued or directed to be issued, except it be by a vote of at least eleven aldermen, members of said Common Council, voting in the affirmative.

"And the Executive Board of the said city shall, in the procurement of [the] water supply, under the ter[ms] [illegible]

Kelly presented a communication from Alderman Thayer in which that gentleman thanked his brother aldermen for their many kindnesses and courtesies, but reiterated the wish that his resignation be accepted. This was done in the following resolution offered by Alderman Kelly:

WHEREAS, Our worthy colleague and brother alderman, Halbert G. Thayer, Esq., has been compelled, by force of his business interests, and the state of his health, to tender his resignation as alderman of the Sixteenth ward, to this board, an act which we deeply deplore, and,

WHEREAS, It is but fitting that we spread upon our minutes an expression of the deep regret felt by this board at the loss of the services of so eminent a member thereof; now, therefore, be it

Resolved, That in the severing of the ties of association of our colleague with us, the municipality of the city of Rochester, by reason of the admirable and praiseworthy career of our associate, Halbert G. Thayer, in the position of chairman of the finance committee, and as alderman in general, has lost an able servitor, and one whose public career has been without reproach; now, therefore, be it further,

Resolved, That we accept his resignation with a feeling of sincere sorrow, hoping that our colleague's health and business interests may soon be in such a state as to permit of his early return to this board, or in some other official position, whereby the city of Rochester may avail itself of his able services; and be it further,

Resolved, That the clerk of this board be, and he hereby is, instructed to have suitably engrossed and framed a copy of this preamble and these resolutions and transmit the same, with proper ceremony, to Halbert G. Thayer, Esq., our colleague, who is about to leave us, to the regret of all.

At the next meeting of the council the time for the holding of the special election made necessary by Alderman Thayer's resignation, will probably be fixed.

Alderman Fee offered a resolution directing the appointment of a committee of seven, in accordance with a previous resolution, whose duties shall be to watch the city's interest in the matter of the change of motive power on the street railway. Later President Tracy announced as such committee, Aldermen Kelly, Hall, Fee and Bohrer, Mayor Carroll, Superintendent of Fire Alarm Barnes and President Tracy, being members of the committee by the provisions of the previous resolution.

The Central, Traders' and German-American Banks were designated banks of deposit for moneys of the city for the ensuing year.

It was voted to grant an exhibiting license to Forepaugh's show for June 3d.

Alderman Selye offered what is to be known as rule XLIV, for the guidance of the council. It provides that before the council shall take action upon any legislative bill transmitted to it for approval, a copy of such bill shall have been placed upon the each aldermanic desk at least one week before such action. The rule was adopted. By resolution the city [illegible] was authorized to issue [illegible] for $60,000, the [illegible]

10

WHILE public attention is strongly directed to the water supply bill now pending at Albany, the measure providing for the East Side trunk sewer must not be neglected. The sewer bill appropriates a million of dollars, and it should be carefully watched until it reaches the hands of the Governor. None of the safeguards now in the bill should be lost through inattention. Watch the sewer bill.

Herald Apr 23rd

To Confer With the Aldermen.

The special charter revision committee of the chamber of commerce held its first meeting yesterday afternoon. Of its 10 members there were present A. S. Hamilton, H. S. Greenleaf, Ira L. Otis, Eugene T. Curtis, Henry C. Brewster and Henry Michaels. There was a general discussion of the charter problem and a sub-committee was appointed to confer with the committee on charter revision of the common council, which consists of Aldermen Selye, Fee and Kelly. An adjournment was then taken until four o'clock on next Tuesday afternoon.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

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become charter members of the new company. A company organization was effected by the election of F. Judson Hess as chairman and George F. Warren as secretary. A committee on membership was appointed as follows: F. Judson Hess, *ex-officio*, Herrick Smith, J. H. Dodge and S. Seward Gould.

Chairman Hess announced that the object of the meeting was merely to call the men together to prepare them for the preliminary inspection by Colonel McEwen of the staff of the commander in chief, Governor Hill, which would take place at the State Arsenal, on Saturday evening of this week, at 8 o'clock, sharp. He said that 8 o'clock in this instance meant 8 o'clock, and not 8:30 o'clock or any other time. This was a military order. Every man present should feel it his duty to be on time, and to see that every man on the muster roll was present.

L. P. Ross, president of the Chamber of Commerce, made a brief and spirited address. He told the young men present of how much importance the best citizens considered this movement, how difficult it had been and what efforts had been made to secure this new company for Rochester, and how it now rested with them to begin the organization properly and make it a source of enjoyment and improvement to themselves and a credit to the city. His speech was received with applause and had the very best effect.

Mr. Hess then stated that the Penn Yan company having been disbanded, the new company would, in all probability, take its old number and be the First Separate Company, N. G. S. N. Y. There was no reason why it should not be first not only in name, but also in all soldierly qualities. That was the idea with which the company was started. After a general talk as to the duties of a National Guardsman, and the position the new company would occupy in the National Guard, the meeting adjourned.

WELCOMED TO ROCHESTER.

Well-Known Railroad Men Dine at the Livingston Hotel.

A complimentary dinner was given last evening at the Livingston Hotel in honor of C. H. Seymour, who has recently been appointed freight agent for the Northern-Central railway, with headquarters in this city. Covers were laid for twenty-two, and the tempting menu was discussed by the following well-known railroad men: F. W. Parsons, general freight agent Rome, Watertown & Ogdensburg railway; F. W. Embry, agent Central-Hudson; [illegible] Seymour, D. F. A., Penn. railway; H. C. Davis, agent Rome, Watertown & Ogdensburg; W. E. Fraser, agent Northern Central railway, Buffalo; C. B. Bennie, traveling agent Northern Central, Buffalo, A. F. Avery, agent Buffalo, Rochester & Pittsburg railway; John Lyon, soliciting agent Lehigh Valley railway; Frank Lyon, Lehigh Valley; Seth Caldwell, traveling agent Union Pacific; J. M. Horton, division freight agent New York, Lake Erie & Western railway; F. F. Bentley, general manager Syracuse & Baldwinsville railway; J. Drexilius, train dispatcher Central-Hudson; George Bowman, city agent Erie railway; R. W. Davis, traveling agent Buffalo, Rochester & Pittsburg railway, and Frank J. Amsden.

At the close of the dinner brief speeches were made by several of the guests. Mr. Seymour was formerly traveling freight agent for the same road with headquarters at Buffalo. The office in this city will be in the Wilder Building.

U. & A. Apr 16/90

FOR THE TAXPAYERS.

The Plea Made by Mr. S. B. Roby Before an Aldermanic Committee.

The following plea in behalf of taxpayers was delivered before the Aldermanic committee on additional water supply, April 14th, by Mr. S. B. Roby:

On page eight of a publication by Henry C. Meyer (editor of the Sanitary Engineer), entitled "Water Waste Prevention," will be found this paragraph: "The consumption of water in New York, with the present reduced pressure in the mains, is about seventy-five gallons daily for each inhabitant, which amount is nearly three times as great as Liverpool or Manchester use with their greatly increased pressure. There is no doubt but that after making the most liberal allowance for the difference in the habits and usage of our people, fully forty gallons per head are wasted, and of this amount twenty-five gallons at least, may be considered as preventable waste."

Again, "The necessity for the adoption of a uniform and uniformly applied system of rules and regulations is manifested by the result of their application or otherwise, in towns of a generally similar character, Oxford and Cambridge, England, are two such towns. In the former, where no efficient regulations are in use, the quantity delivered is eighty gallons per head; in the latter, where efficient regulations are in use, the quantity delivered is eighteen gallons." Again, "Norwich was the first city in England to secure parliamentary powers to adopt and enforce rules controlling the character of water fittings and plumbing. This was [...] tain localities, district meters were [...] by way of experiment. These showed it was possible to reduce an average [consum]ption of fifty-nine gallons [...] [...] gallons."

Suppose we take the city of New [York] as one whose condition does not differ materially from conditions that prevail in Rochester. Accepting seventy-[five gal]lons as the maximum, and de[ducting] therefrom twenty-five gallons, wh[ich] Meyer asserts is preventable waste, [we] have remaining fifty gallons as a r[easona]ble consumption. It is represen[ted by] Engineer Tubbs, and generally accepted as true, that we are receiving from Hemlock lake 9,000,000 of gallons each twenty-four hours. By referring to Mr. Tubbs' official reports, published September 21, 1888, page 39, it will be seen that he refers to the Holly system in these words: "The Holly pressure system was designed for the purpose of furnishing a most perfect protection from fire in those localities within the city which are occupied by mills and manufactories, and where large and valuable stocks of merchandise are stored. It is a well understood fact that the ordinary water supply main, which is drawn upon for all purposes, cannot be depended upon for a long series of years, independent of the use of steam fire engines for the suppression of extensive conflagrations. The pressure becomes too light for such use. The experience of the neighboring city of Buffalo is evidence of this fact. The Holly system of this city was designed with a separate system of pipes, so that no such reduction of pressure could ever occur by the abstraction of water for other purposes to such an extent as to cripple its usefulness in the suppression of a large fire. The theory was that each hydrant of this system would in effect perform duty of a steam fire engine wherever located, and this theory has been demonstrated to be sound during the experience of many years and has had the effect of reducing fire insurance premiums on business property to an extent that no other device or profession with which I am acquainted could have done, and to an extent also which has many times paid the whole annual cost of operating the system. The capacity of the Holly system is 8,000 gallons per minute. At this rate, the Holly system, according to Mr. Tubbs, is capable of delivering eleven millions five hundred and twenty thousand gallons in twenty-four hours. It will be observed from the foregoing that *we now* have two systems, both admirable in the estimate of Mr. Tubbs, that are capable of delivering twenty million gallons of water every twenty-four hours.

The population of the city is variously estimated. By some persons it is thought that there are one hundred and twenty, while others say one hundred and thirty thousand inhabitants. Admitting that there is the greater number, we now have our problem before us. Twenty millions of gallons of water daily for the use of one hundred and thirty thousand people. The population in 1880 was ninety thousand, the increase, therefore, in ten years was fifty per cent. Add fifty per cent to one hundred and thirty and we have one hundred and ninety-five thousand, say two hundred thousand in the year 1900. Now, divide twenty millions of gallons by two hundred thousand and we have one hundred gallons for each person, when the population shall be two hundred thousand. Is it not extravagant in the extreme to seriously contemplate taking measures for securing an additional supply of water under these circumstances, when fifty gallons is an ample supply for each individual for twenty-four hours? There are those who say in effect that one hundred and fifty gallons is not enough for *them*. If this city was in a good financial condition, which it is not, it would be the height of folly even then to arrange to expend one and a half to two millions of dollars for this purpose.

We are in the condition of a youth who has squandered his inheritance, instead of being entrusted with *more money*, we should be compelled to practice the most rigid economy, until we have recuperated

By referring to the UNION'S Year Book, 1889, page 38, there will be found a statement by Mr. John Bower of the actual cost of the water works by taxation and bond issues to the present time; and it will surprise most people, I imagine, to learn that the cost has been about $8,400,000, while the receipts from sale of water to consumers has only been $980,000. What an exhibit! And yet in view of this it is proposed to increase the burdens of the taxpayers by another issue of bonds to the extent of one and half to two millions of dollars.

I contend that when an enterprise is contemplated involving the expenditure of so much money as this, the utmost caution should be exercised; and further, that inasmuch as the matter vitally affects each and every taxpayer the question should be referred to the people. I think I have shown conclusively that the first thing to be done is to economize in the use of water; that done, there will be no necessity for an additional supply for quite a length of time, thus giving the people ample time to canvass the matter thoroughly and enable

Council H[...]

A well atte[nded meeting of the] Trustees of th[e] [...] held last evenin[g] [...] being present: [...] drews, W. C. [...] George C. Buell, [...] Chase, E. T. [...] Curtice, C. M. [...] Gorsline, T. B. [...] D. M. Hough, [...] Myers, L. P. Ross, Clinton Rogers. An attested copy of the proceeding of the Common Council, in reference to the water supply, which will be found in the report of last night's proceedings of that body, having been brought to the meeting by Assistant City Attorney Sullivan, and having been read and considered, the following report from the water supply committee was presented;

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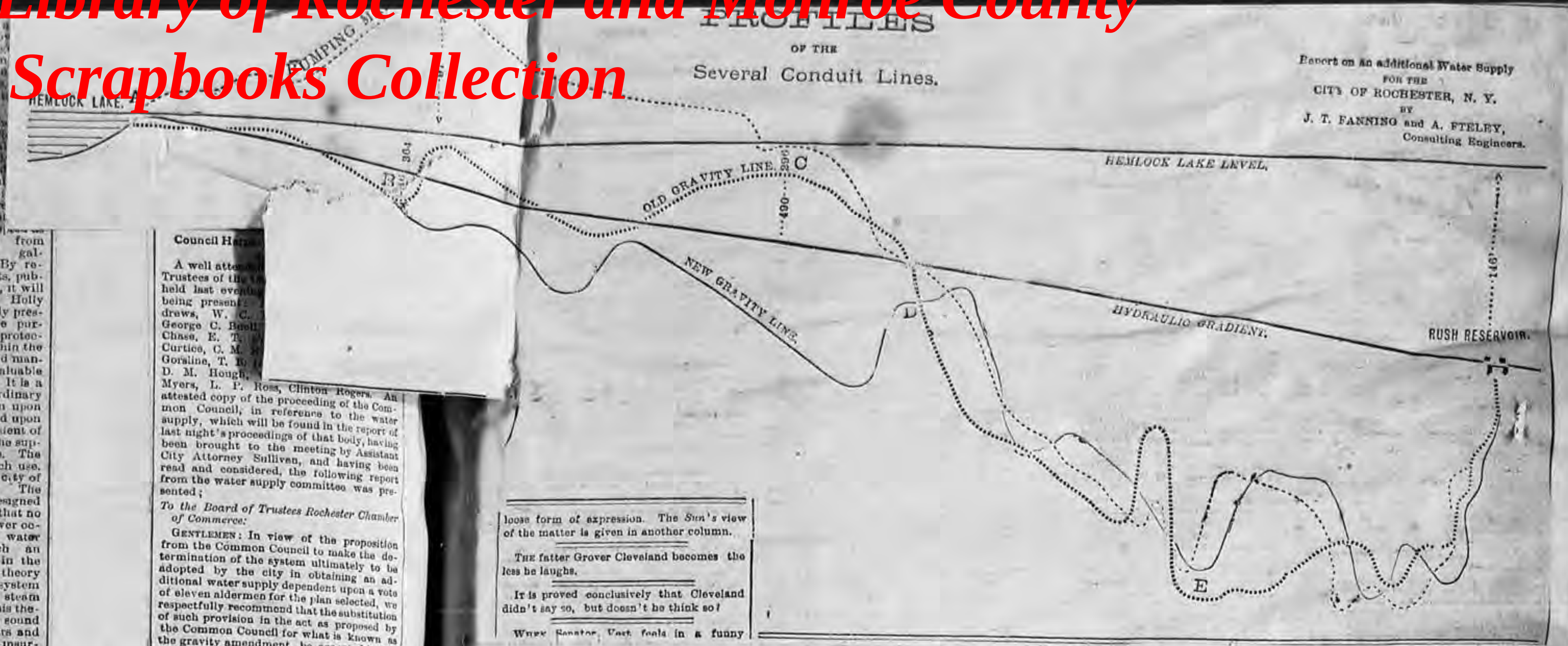

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"[The co]mpany, therefore, under and in [pursua]nce of Chapter 252 of the Laws of [1]884, hereby makes application for the [rig]ht to construct, maintain, operate and [us]e branches and extensions of its lines of [rai]lroad in the City of Rochester, the [op]eration of such branches and extensions [to] be by horse or electric power at the [o]ption of the company.

"As is perfectly well known, it is the intention of this company, as fast as the change can be made, to do away with horse power upon all of its lines of railroad and to substitute in place thereof electric power. It is deemed necessary, however, that the right to operate by horse power as well as by electric power should be obtained upon the various extensions and branches proposed to be constructed, for the reason that emergencies may arise which will require the operation for a brief period, upon some of such lines, by horse power.

"Your petitioner, as has been indicated above, is the owner of all of the franchises and rights heretofore granted to the Crosstown Railroad Company and the South Park Railroad Company; it is, therefore, not necessary that any application should be made for the right to construct its road upon the streets covered by the franchises granted by your Honorable Body to those companies.

"The streets along, over, on and through which your petitioner hereby applies for the right to construct and maintain a double or single track street surface railroad at its option, with the necessary switches, turnouts, sidings and cross-overs, to be operated by horses or electric power, are as follows, to wit:

"Mt. Hope avenue, from the present terminus of the track of this company opposite the entrance to Mt. Hope Cemetery, to Highland avenue.

"From the intersection of Linden street with South avenue, along South avenue to the intersection of Oakland street with South avenue.

"West Alexander street from the center line of Pinnacle avenue to the westerly line of Mt. Hope avenue, and thence westerly, along the highway to be opened, to the easterly end of the bridge to be constructed across the Genesee river, and thence easterly along and across said bridge and along [...] ing the street bounding the lands of the Rochester Driving Park Association on the east; thence along such Boulevard to the northerly end thereof; thence along such street as may be opened as an extension of such Boulevard northerly to the north line of said city.

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"And the Executive Board of the said city shall, in the procureme[nt of] water supply, under the ter[ms ...] adopted and approved by sa[id] Council, as aforesaid."

The matter of changing the time which the bonds are to run from fifty to twenty years is referred to Senator McNaughton and Assemblyman Courtney. The report adds: "Your committee would first say that much has been said to induce the citizens to look with distrust upon any action taken by your honorable body as their representative for the procurement of such additional water supply, and, for the purpose of allaying such feeling your committee believes in said act of the foregoing provisions requesting the method or plan for procuring such water supply to be approved by eleven members of your honorably body, and their action likewise approved by the Mayor, under the charter, will secure such object.

"Your committee firmly believes that it is imperatively necessary that the act should pass at the present session of the Legislature, as the needs of the city for an additional water supply are urgent, and that further delay in the procurement of such additional supply is trifling with a matter that will not admit of such a course."

The report was ordered received, filed and published, and a resolution calling upon the Senator and Assemblyman from this district to direct changes in accordance with the special report adopted. Alderman Selye was the only one to vote against this resolution. A resolution was also offered by Alderman Kelly and adopted, calling upon the Chamber of "Commerce and other citizens to cooperate with the council," in securing the passage of the enabling act.

First ordinances were adopted as follows:

Kester street plank walk, estimated expense $150; Summer street plank walk, estimated expense $85; Edward street plank walk, estimated expense $30; George street McAdams improvement, estimated expense $3,000; Hay street pipe sewer, estimated expense $700; Garson avenue plank walk, estimated expense $1,400; Chamberlin street plank walk, estimated expense $160; Glenwood avenue plank walk, estimated expense $725; Michigan street plank walk, estimated expense $550; Stevens street plank walk, estimated expense $175; Eighth avenue plank walk, estimated expense $150; Wabash street plank walk estimated expense $225; Frost avenue plank walk estimated expense $41; Fifth avenue sewer, estimated expense $1,560; Eighth avenue sewer, estimated expense, $1,500; Stone street sewer, estimated expense, $4,705; Wabash street pipe sewer, estimated expense, $750; Reynolds [...]

Kelly presented a communication from Alderman Thayer in which that gentleman thanked his brother aldermen for their many kindnesses and courtesies, but reiterated the wish that his resignation be accepted. This was done in the following resolution offered by Alderman Kelly:

WHEREAS, Our worthy colleague and brother alderman, Halbert G. Thayer, Esq., has been compelled, by force of his business interests, and the state of his health, to tender his resignation as alderman of the Sixteenth ward, to this board, an act which we deeply deplore, and,

WHEREAS, It is but fitting that we spread upon our minutes an expression of the deep regret felt by this board at the loss of the services of so eminent a member thereof; now, therefore, be it

Resolved, That in the severing of the ties of association of our colleague with us, the municipality of the city of Rochester, by reason of the admirable and praiseworthy career of our associate, Halbert G. Thayer, in the position of chairman of the finance committee, and as alderman in general, has lost an able servitor, and one whose public career has been without reproach; now, therefore, be it further,

Resolved, That we accept his resignation with a feeling of sincere sorrow, hoping that our colleague's health and business interests may soon be in such a state as to permit of his early return to this board, or in some other official position, whereby the city of Rochester may avail itself of his able services; and be it further,

Resolved, That the clerk of this board be, and he hereby is, instructed to have suitably engrossed and framed a copy of this preamble and these resolutions and transmit the same, with proper ceremony, to Halbert G. Thayer, Esq., our colleague, who is about to leave us, to the regret of all.

At the next meeting of the council the time for the holding of the special election made necessary by Alderman Thayer's resignation, will probably be fixed.

Alderman Fee offered a resolution directing the appointment of a committee of seven, in accordance with a previous resolution, whose duties shall be to watch the city's interest in the matter of the change of motive power on the street railway. Later President Tracy announced as such committee, Aldermen Kelly, Hall, Fee and Bohrer, Mayor Carroll, Superintendent of Fire Alarm Barnes and President Tracy, being members of the committee by the provisions of the previous resolution.

The Central, Traders' and German-American Banks were designated banks of deposit for moneys of the city for the ensuing year.

It was voted to grant an exhibiting license to Forepaugh's show for June 3d.

Alderman Selye offered what is to be known as rule XLIV, for the guidance of the council. It provides that before the council shall take action upon any legislative bill transmitted to it for approval, a copy of such bill shall have been placed upon the each aldermanic desk at least one week before such action. The rule was adopted. By resolution the city [...] was authorized to issue [...] for $69,000, the [n]otes to be divided as fo[llows: ...] $25,000; highway fund, [...],000; health fund, $6,000; city property fund, $2,000; park fund, $1,000.

A resolution was adopted changing the name of Boliver street, which is really an extension of Saratoga avenue, to Saratoga avenue.

In answer to a petition from a majority of the residents of Vick Park, a tax of 10 cents per front foot was directed levied on the property facing the streets comprising the park, for defraying the expense of improvements, etc.

At this point a communication from the Chamber of Commerce giving the action of that body upon the water report was received, and it was referred to a committee composed of President Tracy, Alderman Fee and Assistant City Attorney Sullivan, with instructions to visit Albany, and urge the passage of the pending Assembly bill.

President Tracy announced his standing committees as follows:

Finance—Aldermen Kelly, Fee, Rauber, McMillan, Cleveland.
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Wooden buildings—Aldermen Schroth, Cleveland, Hall, Bierbrauer, Bohrer.
Maps and surveys—Aldermen Lempert, Hall, Fee, Schroth, Judson.
Schools and public health—Aldermen Cleveland, McMillan, Hall, Schroth, Shelter.
Mt. Hope and Public Parks—Aldermen Bierbrauer, Sullivan, Fee, Kelly, Bohr.
City Property—Aldermen Hall, Kelly, Selye, Bierbrauer, Shelter.
Water Works—Aldermen Selye, Kelly, Shelter, Schroth.
Lamps—Aldermen Sullivan, Fee, Kelly, Selye, Judson.
Assessments—Aldermen Shelter, Sullivan, Hall, Selye, Judson.

The personnel of the committees is changed from those of last year little more than the changes in the personnel of the board necessitated. President Tracy was added to each of the standing com[mittees] [...]

WHILE public attention is strongly directed to the water supply bill now pending at Albany, the measure providing for the East Side trunk sewer must not be neglected. The sewer bill appropriates a million of dollars, and it should be carefully watched until it reaches the hands of the Governor. None of the safeguards now in the bill should be lost through inattention. Watch the sewer bill.

Herald Apr 23rd

To Confer With the Aldermen.

The special charter revision committee of the chamber of commerce held its first meeting yesterday afternoon. Of its 10 members there were present A. S. Hamilton, H. S. Greenleaf, Ira L. Otis, Eugene T. Curtis, Henry C. Brewster and Henry Michaels. There was a general discussion of the charter problem and a sub-committee was appointed to confer with the committee on charter revision of the common council, which consists of Aldermen Selye, Fee and Kelly. An adjournment was then taken until four o'clock on next Tuesday afternoon.

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Historic Scrapbooks Collection

roll, and many others who were anxious to become charter members of the new company. A company o[rganiz]ation was effected by the election of F. Judson Hess as chairman and George F. Warren as secretary. A committee on membership was appointed as follows: F. Judson Hess, ex-officio, Herrick Smith, J. H. Dodge and S. Seward Gould.

Chairman Hess announced that the object of the meeting was merely to call the men together to prepare them for the preliminary inspection by Colonel McEwen of the staff of the commander in chief, Governor Hill, which would take place at the State Arsenal, on Saturday evening of this week, at 8 o'clock, sharp. He said that 8 o'clock in this instance meant 8 o'clock, and not 8:30 o'clock or any other time. This was a military order. Every man present should feel it his duty to be on time, and to see that every man on the muster roll was present.

L. P. Ross, president of the Chamber of Commerce, made a brief and spirited address. He told the young men present of how much importance the best citizens considered this movement, how difficult it had been and what efforts had been made to secure this new company for Rochester, and how it now rested with them to begin the organization properly and make it a source of enjoyment and improvement to themselves and a credit to the city. His speech was received with applause and had the very best effect.

Mr. Hess then stated that the Penn Yan company having been disbanded, the new company would, in all probability, take its old number and be the First Separate Company, N. G. S. N. Y. There was no reason why it should not be first not only in name, but also in all soldierly qualities. That was the idea with which the company was started. After a general talk as to the duties of a National Guardsman, and the position the new company would occupy in the National Guard, the meeting adjourned.

WELCOMED TO ROCHESTER.

Well-Known Railroad Men Dine at the Livingston Hotel.

A complimentary dinner was given last evening at the Livingston Hotel in honor of C. H. Seymour, who has recently been appointed freight agent for the Northern-Central railway, with headquarters in this city. Covers were laid for twenty-two, and the tempting menu was discussed by the following well-known railroad men: W. W. Parsons, general freight agent Rome, Watertown & Ogdensburg railway; F. W. Embry, agent Central-Hudson; C. L. Seymour, D. F. A., Penn. railway; H. C. Davis, agent Rome, Watertown & Ogdensburg; W. E. Fraser, agent Northern Central railway, Buffalo; C. B. Bennie, traveling agent Northern Central, Buffalo, A. F. Avery, agent Buffalo, Rochester & Pittsburg railway; John Lyon, soliciting agent Lehigh Valley railway; Frank Lyon, Lehigh Valley; Seth Caldwell, traveling agent Union Pacific; J. M. Horton, division freight agent New York, Lake Erie & Western railway; F. F. Bentley, general manager Syracuse & Baldwinsville railway; J. Droxilius, train dispatcher Central-Hudson; George Bowman, city agent Erie railway; R. W. Davis, traveling agent Buffalo, Rochester & Pittsburg railway, and Frank J. Amsden.

At the close of the dinner brief speeches were made by several of the guests. Mr. Seymour was formerly traveling freight agent for the same road with headquarters at Buffalo. The office in this city will be in the Wilder Building.

U. & A. Apr 16/90

FOR THE TAXPAYERS.

The Plea Made by Mr. S. B. Roby Before an Aldermanic Committee.

The following plea in behalf of taxpayers was delivered before the Aldermanic committee on additional water supply, April 14th, by Mr. S. B. Roby:

On page eight of a publication by Henry C. Meyer (editor of the Sanitary Engineer), entitled "Water Waste Prevention," will be found this paragraph: "The consumption of water in New York, with the present reduced pressure in the mains, is about seventy-five gallons daily for each inhabitant, which amount is nearly three times as great as Liverpool or Manchester use with their greatly increased pressure. There is no doubt but that after making the most liberal allowance for the difference in the habits and usage of our people, fully forty gallons per head are wasted, and of this amount twenty-five gallons at least, may be considered as preventable waste."

Again, "The necessity for the adoption of a uniform and uniformly applied system of rules and regulations is manifested by the result of their application or otherwise, in towns of a generally similar character, Oxford and Cambridge, England, are two such towns. In the former, where no efficient regulations are in use, the quantity delivered is eighty gallons per head; in the latter, where efficient regulations are in use, the quantity delivered is eighteen gallons." Again, "Norwich was the first city in England to secure parliamentary powers to adopt and enforce rules controlling the character of water fittings and plumbing. This was [illegible] tain localities, district meters were [illegible] by way of experiment. These sho[wed] it was possible to reduce an avera[ge] [con]sumption of fifty-nine gallons [illegible] gallons.''

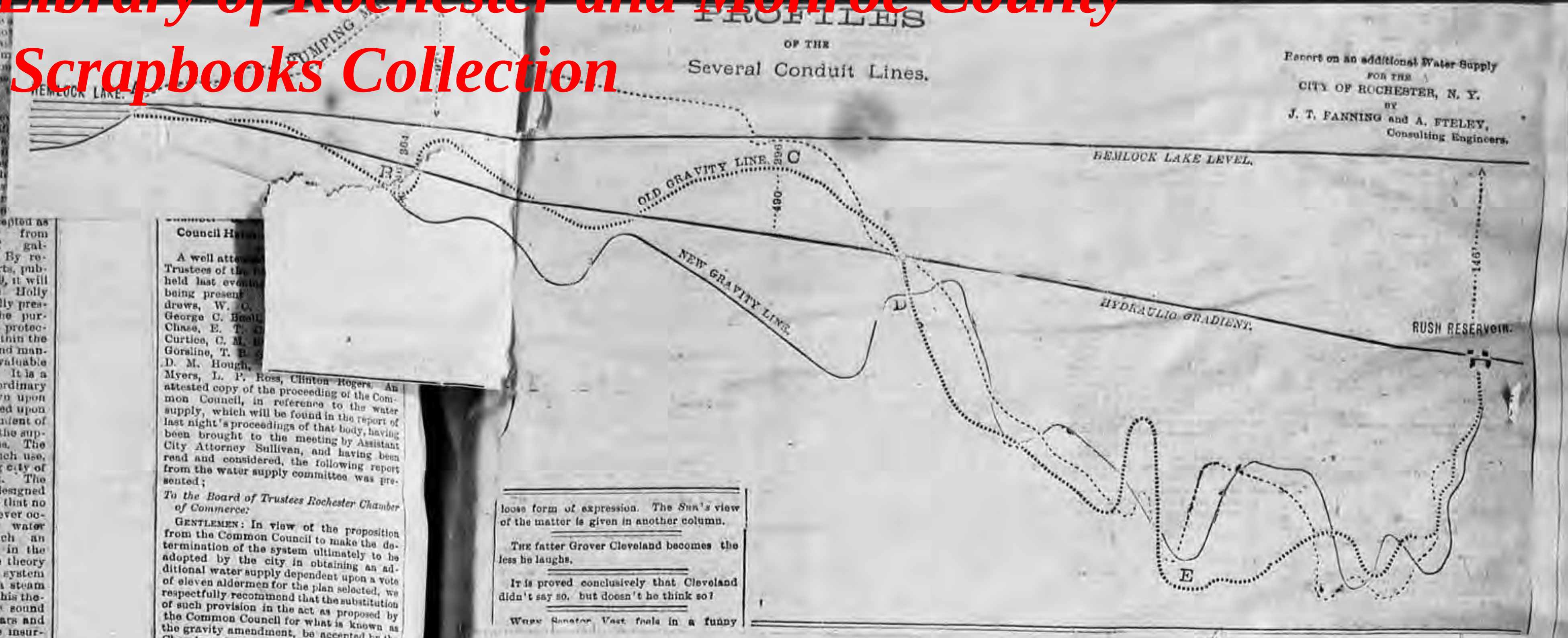
Suppose we take the city of Ne[w York] as one whose condition does not di[ffer ma]terially from conditions that prev[ail] in Rochester. Accepting seventy-[five gal]lons as the maximum, and de[ducting] therefrom twenty-five gallons, wh[ich] Meyer asserts is preventable was[te, we] have remaining fifty gallons as a r[easona]ble consumption. It is represen[ted by] Engineer Tubbs, and generally accepted as true, that we are receiving from Hemlock lake 9,000,000 of gallons each twenty-four hours. By referring to Mr. Tubbs' official reports, published September 21, 1888, page 39, it will be seen that he refers to the Holly system in these words: "The Holly pressure system was designed for the purpose of furnishing a most perfect protection from fire in those localities within the city which are occupied by mills and manufactories, and where large and valuable stocks of merchandise are stored. It is a well understood fact that the ordinary water supply main, which is drawn upon for all purposes, cannot be depended upon for a long series of years, independent of the use of steam fire engines for the suppression of extensive conflagrations. The pressure becomes too light for such use. The experience of the neighboring city of Buffalo is evidence of this fact. The Holly system of this city was designed with a separate system of pipes, so that no such reduction of pressure could ever occur by the abstraction of water for other purposes to such an extent as to cripple its usefulness in the suppression of a large fire. The theory was that each hydrant of this system would in effect perform duty of a steam fire engine wherever located, and this theory has been demonstrated to be sound during the experience of many years and has had the effect of reducing fire insurance premiums on business property to an extent that no other device or profession with which I am acquainted could have done, and to an extent also which has many times paid the whole annual cost of operating the system. The capacity of the Holly system is 8,000 gallons per minute. At this rate, the Holly system, according to Mr. Tubbs, is capable of delivering eleven millions five hundred and twenty thousand gallons in twenty-four hours. It will be observed from the foregoing that *we now* have two systems, both admirable in the estimate of Mr. Tubbs, that are capable of delivering twenty million gallons of water every twenty-four hours.

The population of the city is variously estimated. By some persons it is thought that there are one hundred and twenty, while others say one hundred and thirty thousand inhabitants. Admitting that there is the greater number, we now have our problem before us. Twenty millions of gallons of water daily for the use of one hundred and thirty thousand people. The population in 1880 was ninety thousand, the increase, therefore, in ten years was fifty per cent. Add fifty per cent to one hundred and thirty and we have one hundred and ninety-five thousand, say two hundred thousand in the year 1900. Now, divide twenty millions of gallons by two hundred thousand and we have one hundred gallons for each person, when the population shall be two hundred thousand. Is it not extravagant in the extreme to seriously contemplate taking measures for securing an additional supply of water under these circumstances, when fifty gallons is an ample supply for each individual for twenty-four hours? There are those who say in effect that one hundred and fifty gallons is not enough for *them*. If this city was in a good financial condition, which it is not, it would be the height of folly even then to arrange to expend one and a half to two millions of dollars for this purpose.

We are in the condition of a youth who has squandered his inheritance, instead of being entrusted with *more* money, we should be compelled to practice the most rigid economy, until we have recuperated.

By referring to the UNION'S Year Book, 1889, page 38, there will be found a statement by Mr. John Bower of the actual cost of the water works by taxation and bond issues to the present time; and it will surprise most people, I imagine, to learn that the cost has been about $8,400,000, while the receipts from sale of water to consumers has only been $980,000. What an exhibit! And yet in view of this it is proposed to increase the burdens of the taxpayers by another issue of bonds to the extent of one and half to two millions of dollars.

I contend that when an enterprise is contemplated involving the expenditure of so much money as this, the utmost caution should be exercised; and further, that inasmuch as the matter vitally affects each and every taxpayer the question should be referred to the people. I think I have shown conclusively that the first thing to be done is to economize in the use of water; that done, there will be no necessity for an additional supply for quite a length of time, thus giving the people ample time to canvass the matter thoroughly and enable



Council H[illegible]

A well atte[nded] [illegible] Trustees of the [illegible] held last even[ing] [illegible] being present [illegible] drews, W. C. [illegible] George C. Buell, [illegible] Chase, E. T. [illegible] Curtice, C. M. [illegible] Gorsline, T. B. [illegible] D. M. Hough, [illegible] Myers, L. P. Ross, Clinton Rogers. An attested copy of the proceeding of the Common Council, in reference to the water supply, which will be found in the report of last night's proceedings of that body, having been brought to the meeting by Assistant City Attorney Sullivan, and having been read and considered, the following report from the water supply committee was presented;

To the Board of Trustees Rochester Chamber of Commerce:

GENTLEMEN: In view of the proposition from the Common Council to make the determination of the system ultimately to be adopted by the city in obtaining an additional water supply dependent upon a vote of eleven aldermen for the plan selected, we respectfully recommend that the substitution of such provision in the act as proposed by the Common Council for what is known as the gravity amendment, be accepted by the Chamber of Commerce and that this association should take steps to co-operate with the Common Council, as requested by it, to secure the passage of the act as amended.

W. H. GORSLINE,
J. G. CUTLER,
J. E. BOOTH,
W. S. KIMBALL,
CLINTON ROGERS,
Special Committee on Water Supply.

On motion of Mr. Cutler the following resolution was adopted:

Resolved, That the report and recommendation of the special committee on water supply be received and adopted, and that the president and secretary be requested to go to Albany to co-operate with the representatives of the Common Council in securing the passage of the enabling act as proposed to be amended in accordance with the resolutions of the Common Council.

The following resolution, offered by George C. Buell, was unanimously adopted:

Resolved, That the Chamber of Commerce of the city of Rochester desires most emphatically to express its disapproval of the bill before Congress, known as the Butterworth bill (No. 5,353) defining "options" and "futures," and imposing special taxes on dealers therein, etc.

We feel confident that such legislation, while it is intended to correct some evils that exist in the dealing in property not actually delivered at the time of sale, will prove to be most injurious to the commerce and will depreciate the values of the agricultural products of the country, while it will tend to paralyze the business of large commercial centers. We therefore respectfully urge upon our senators and member of Congress the importance of defeating the passage of the bill referred to, and ask their co-operation to this end.

A letter was received from Congressman Charles S. Baker, enclosing a communication from M. W. Hassan, of this city, in which the writer suggested opposition to the Paine bill for a ship canal around Niagara Falls on the ground that an appropriation of equal amount would make the Erie canal navigable for ships from Buffalo to Rochester, where it could be connected with the Genesee river by a system of locks. Mr. Baker recommended the matter to the Chamber of Commerce as one worthy its earnest attention.

The matter was referred to the committee on legislation.

Charles W. Voshall was elected a member of the Chamber of Commerce.

The meeting then adjourned.

THE COMING CONCERT.

Herald Census Statistics. Apr 23rd

John Bower, who was some time ago employed by the chamber of commerce to prepare municipal statistics for the eleventh census, expects to have his work completed in about a week. He has gone through the records and reports of the various departments and collected a mass of statistical information, which has been reclassified and is now being forwarded to Superintendent Porter as fast as the sheets are completed.

loose form of expression. The *Sun's* view of the matter is given in another column.

THE fatter Grover Cleveland becomes the less he laughs.

IT is proved conclusively that Cleveland didn't say so. but doesn't he think so?

WHEN Senator Vest feels in a funny

D & C

[CHRON]ICLE: WEDNESDAY, APRIL 23, 1890.

[T]O EXTEND ITS TRACKS

The Street Car Company Petitions the C[ommon Council]

[illegible] the C[om]pany, therefore, under and in [pursu]ance of Chapter 252 of the Laws of 18[8]4, hereby makes application for the [rig]ht to construct, maintain, operate and [us]e branches and extensions of its lines of [ra]ilroad in the City of Rochester, the [op]eration of such branches and extensions [to] be by horse or electric power at the [o]ption of the company.

"As is perfectly well known, it is the intention of this company, as fast as the change can be made, to do away with horse power upon all of its lines of railroad and to substitute in place thereof electric power. It is deemed necessary, however, that the right to operate by horse power as well as by electric power should be obtained upon the various extensions and branches proposed to be constructed, for the reason that emergencies may arise which will require the operation for a brief period, upon some of such lines, by horse power.

"Your petitioner, as has been indicated above, is the owner of all of the franchises and rights heretofore granted to the Crosstown Railroad Company and the South Park Railroad Company; it is, therefore, not necessary that any application should be made for the right to construct its road upon the streets covered by the franchises granted by your Honorable Body to those companies.

"The streets along, over, on and through which your petitioner hereby applies for the right to construct and maintain a double or single track street surface railroad at its option, with the necessary switches, turnouts, sidings and cross-overs, to be operated by horses or electric power, are as follows, to wit:

"Mt. Hope avenue, from the present terminus of the track of this company opposite the entrance to Mt. Hope Cemetery, to Highland avenue.

"From the intersection of Linden street with South avenue, along South avenue to the intersection of Oakland street with South avenue.

"West Alexander street from the center line of Pinnacle avenue to the westerly line of Mt. Hope avenue, and thence westerly, along the highway to be opened, to the easterly end of the bridge to be constructed across the Genesee river, and thence easterly along and across said bridge and along Glasgow street extended, to the center line of Exchange street.

"From the easterly end of the tracks of said company as now constructed on East Main street eastwardly on East Main street to the city line of said city.

"From the intersection of East Main street and Goodman street northerly along Goodman street to Jennings street.

"From the intersection of North street with North avenue northerly along North avenue to Draper street.

"From the intersection of Scio street with German street westerly along German street to North avenue.

"From the intersection of North St. Paul street with Clifford street easterly on Clifford street to Goodman street.

"From the present terminus of the track of the company on North avenue northerly on North avenue to the North line of said city.

"From the present northerly terminus of the tracks of said company on Hudson street northerly on Hudson street to the north line of said city.

"From the intersection of Hayward [P]ark with St. Joseph street northerly on St. [J]oseph street to the north line of said city.

"From the intersection of North Clinton [st]reet with Hayward Park northerly on [No]rth Clinton street to the north line of said [cit]y.

"From the northerly terminus of the [tra]cks of said company of North St. Paul [str]eet northerly on North St. Paul street to [the] north line of said city.

"From the intersection of Vincent Place [wit]h North St. Paul street westerly along [Vin]cent Place and across Vincent Place [Bri]dge to the intersection of Vincent Place [wit]h State street.

"From the intersection of Platt street [wit]h State street eastwardly along Platt [stree]t and across Platt street bridge and [thenc]e along the street forming, or to form, [the e]asterly approach of said bridge, to the [cente]r line of North St. Paul street.

"From the intersection of Driving Park [avenu]e with the Boulevard, being the street [bound]ing the lands of the Rochester Driving [Park] Association on the east, eastwardly [along] Driving Park avenue and across the [bridg]e over the Genesee river, and along [the] street to the center line of North St. [Paul] street.

"From the intersection of Driving Park [avenu]e with Thrush street, thence along [Drivin]g Park avenue to the Boulevard, being the street bounding the lands of the Rochester Driving Park Association on the east; thence along such Boulevard to the northerly end thereof; thence along such street as may be opened as an extension of such Boulevard northerly to the north line [illegible] adopt and pursue the met[hod] [illegible] adopted and approved by sa[id] [Common] Council, as aforesaid."

The matter of changing the time which the bonds are to run from fifty to twenty years is referred to Senator McNaughton and Assemblyman Courtney. The report adds: "Your committee would first say that much has been said to induce the citizens to look with distrust upon any action taken by your honorable body as their representative for the procurement of such additional water supply, and, for the purpose of allaying such feeling your committee believes in said act of the foregoing provisions requesting the method or plan for procuring such water supply to be approved by eleven members of your honorably body, and their action likewise approved by the Mayor, under the charter, will secure such object.

"Your committee firmly believes that it is imperatively necessary that the act should pass at the present session of the Legislature, as the needs of the city for an additional water supply are urgent, and that further delay in the procurement of such additional supply is trifling with a matter that will not admit of such a course."

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And even 100 sprinkling and cleaning ordinances were also adopted.

Final ordinances were adopted as follows:

Brooks street plank walk, adopted; Oriole street plank walk, adopted; Van Auken Place, plank walk, adopted; Harris avenue, cement walk, indefinitely postponed; Frankfort street grading, adopted; Exchange street railway bridge approaches, postponed four weeks; Oriole street sewer, adopted; Fairmount street pipe sewer, adopted; Elm Park pipe sewer, postponed four weeks; Connor Park sewer, adopted; Elm Park macadam improvement, postponed four weeks; Lyell avenue improvement, adopted; Lake avenue block Medina improvement, indefinitely postponed; Lake avenue Trinidad improvement, indefinitely postponed; Lake avenue vulcanite improvement, indefinitely postponed; Lake avenue Medina stone improvement, adopted.

A communication from the Executive Board recommending the purchase of property and erection of stables and a warehouse for the use of the street department was received and referred to the finance committee, with instructions to investigate.

Upon motion of Alderman Selye the city surveyor was instructed to prepare three separate ordinances for the improvement of Fulton avenue, one to provide for asphalt, another brick and the third block stone.

A second communication from the Executive Board asked that the fire department fund be increased to $25,000; and the street department fund to $35,000. The preamble adopted by the Police Commissioners, at their last meeting, asking for an additional number of men for the police force, was received, filed and published.

The resolution offered at the previous meeting and authorizing the expenditure of $20,000 by the Executive Board in the purchase and placing of water meters during the ensuing year was brought up. An amendment was offered by Alderman Selye increasing the sum to $25,000. Alderman Kelly accepting the amendment. Alderman Selye offered another amendment authorizing the water works committee to supervise the purchase. This amendment was also accepted by the alderman of the Fifteenth, and the resolution as amended was passed.

The resolution of Alderman Thayer was here taken from the table, and Alderman Kelly presented a communication from Alderman Thayer in which that gentleman thanked his brother aldermen for their many kindnesses and courtesies, but reiterated the wish that his resignation be accepted. This was done in the following [v]otes to be divided as follows by Alderman Kelly: [illegible] $25,000; highway fund, [illegible] Wages, 000; health fund, $6,000; city property fund, $2,000; park fund, $1,000.

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Sewers—Aldermen Judson, Rauber, Bierbrauer, Bohrer.
Opening and alteration of streets—Aldermen Bohrer, Lempert, Selye, Schroth.
Law—Aldermen McMillan, Kelly, Fee, Selye, Cleveland.
Charter amendments—Aldermen Judson, Hall, Lempert, Rauber, McMillan.
Police, excise and markets—Aldermen Rauber, Fee, Sullivan, Bohrer, Schroth.
Support and relief of poor—Aldermen Fee, Kelly, Lampert, Bierbrauer, Bohrer.
Wooden buildings—Aldermen Schroth, Cleveland, Hall, Bierbrauer, Bohrer.
Maps and surveys—Aldermen Lempert, Hall, Fee, Schroth, Judson.
Schools and public health—Aldermen Cleveland, McMillan, Hall, Schroth, Shelter.
Mt. Hope and Public Parks—Aldermen Bierbrauer, Sullivan, Fee, Kelly, Bohr.
City Property—Aldermen Hall, Kelly, Selye, Bierbrauer, Shelter.
Water Works—Aldermen Selye, Kelly, Shelter, Schroth.
Lamps—Aldermen Sullivan, Fee, Kelly, Selye, Judson.
Assessments—Aldermen Shelter, Sullivan, Hall, Selye, Judson.

The personnel of the committees is changed from those of last year little more than the changes in the personnel of the board necessitated. President Tracy was added to each of the standing committees, by motion of Alderman Kelly.

Just previous to adjournment, Alderman Kelly arose and offered a resolution directing an investigation of the Poor Department. Before offering the formal resolution, the Alderman said, that last year $85,000 had been expended in this department, in the purchase of supplies, stores, etc., and it was difficult to tell just where the money went to. The resolution which directs that John Bower begin an investigation into the affairs of the department at once, specifying that he should be paid not to exceed $200 for such services, was then read by Clerk Sheridan.

Alderman Kelly, in moving the adoption of the resolution, explained that he had not been led to offer it because of any suspicions that there had been any misconduct in office by either the present overseer of the poor or his successor, but because he had long believed that a different system should be followed in the conduct of the department; that he had deemed this time when a new committee was about to take charge, the proper time to make certain changes. Overseer Ritzenthaler stood ready to offer certain valuable suggestions, which could be made to Mr. Bower, and which that gentleman could combine in his report after the investigation.

The resolution was adopted, and after some unimportant and routine business the council adjourned.

WHILE public attention is strongly directed to the water supply bill now pending at Albany, the measure providing for the East Side trunk sewer must not be neglected. The sewer bill appropriates a million of dollars, and it should be carefully watched until it reaches the hands of the Governor. None of the safeguards now in the bill should be lost through inattention. Watch the sewer bill.

Apr 23rd

To Confer With the Aldermen.

The special charter revision committee of the chamber of commerce held its first meeting yesterday afternoon. Of its 10 members there were present A. S. Hamilton, H. S. Greenleaf, Ira L. Otis, Eugene T. Curtis, Henry C. Brewster and Henry Michaels. There was a general discussion of the charter problem and a sub-committee was appointed to confer with the committee on charter revision of the common council, which consists of Aldermen Selye, Fee and Kelly. An adjournment was then taken until four o'clock on next Tuesday afternoon.

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THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 22, 1890.

OFFICIAL PAPER OF THE CITY.

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THE PLANS—THE ENGINEERS.

A week ago in taking up for the first time this season discussion of the water question, the UNION expressly disclaimed any preference of plan at that time. The words were: "The UNION does not propose to take sides with either of these "systems"—reference being had to the pump and gravity system of Mr. Tubbs and the all gravity system of Messrs. Fanning and Fteley. It was urged that further consideration of the subject was necessary to intelligent determination, and to that end a map of the lakes, territory, conduits, reservoirs, &c., as existing, and as proposed, together with statements and reports from scientific and official sources, were published. To-day another map and more literature tending to a better understanding of the points in controversy, are given. The UNION insisted that it was bad policy to attempt to tie up the enabling act to any particular system, and still worse policy to try to ignore the duly elected representatives of the city of Rochester, the Common Council, which is by the charter expressly, charged with "the management and control of the fiscal and prudential affairs of "said city, and of all property, real and "personal, belonging to said city." The discussion had within this week has brought the community to a conviction that the UNION was right, and the general judgment now is, in what have heretofore been opposing circles that may be designated Common Council and Chamber of Commerce, that the proper thing to do is to substitute for the amendment of the enabling act made by the Assembly committee on cities, which arbitrarily fixes a system, provision that the system shall be established by a two-thirds vote, or eleven votes, in the Common Council, which vote shall also be required in the issuance of bonds. This is a fair and safe proposition. By concurrence of the Common Council and Chamber of Commerce in it, the enabling act can be passed. Without such concurrence the enabling act is sure to be defeated, especially as the Legislature has reached its expiring days.

Some of the advocates of the all gravity system say they inferred that the UNION favored Mr. Tubbs's plan because it spoke highly of him and of his experience and services in the construction of the city's present works, and referred to Messrs. Fanning and Fteley as strangers who necessarily were not so personally familiar with the water and the ground. This inference was not warranted. We simply desired that Mr. Tubbs should have a fair chance in the controversy. He has had it. And we now feel bound to say that his supports do not materialize in the form of hydraulic engineers competent to pass judgment in the premises. In such a situation it is impossible for the lay mind to pin faith to what is practically his mere dictum, and ignore the weight of opinion in favor of the all gravity plan. So far as professional status and experience are concernen, both Messrs. Fanning and Fteley have records that cover a great deal of earth and water in the way of hydraulic works. Taking everything into consideration, as the situation now stands, we think it wisdom to leave the question of system to decision by a two-thirds vote of the people's duly chosen representatives, in the fullest confidence that that decision will be correct and satisfactory to more than nine-tenths of the constituency.

SOLID WORK.

If any one has had misgivings as to redemption of the pledges made to the people of Rochester by the new street railroad owners and managers, we think they will be disposed to part with them on taking a view of the work done in laying the new T rail track inside the curb on the west side of Lake avenue from M'Cracken street to the old city line. In asking permission the managers said the work would be done in first class manner, which is the manner contemplated in the relaying of all the tracks throughout the city. It is due to them to say that they have more than fulfilled both the expectations and the desires of the property owners. The excavation in the lawn has been made deep enough to receive six inches of broken stone, and upon this M'Adam bed the best quality and size of cedar ties are laid as closely as they are to be found upon the New York Central or any other steam road for freight and passenger traffic. The narrow spaces between the ties are to be neatly filled with broken stone. And then earth will follow [illegible]

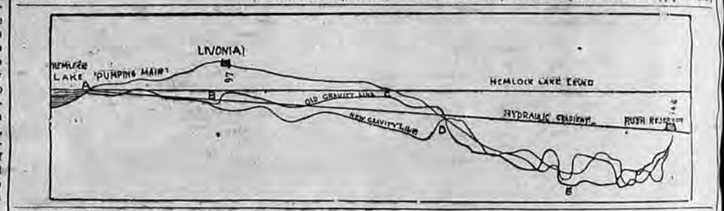
As this plan involves pumping, and the construction of about two hundred thousand dollars' worth of pipe—which we are advised by the experts is unnecessary—we do not regard it as a satisfactory substitute for the gravity system. As we have before stated, so long as we could not dispute Mr. Tubbs' claim that the route selected—when he built the original line—was the only feasible one, we were willing to discuss the question whether his alternative scheme might not be an improvement; but, as soon as the experts had established by careful detailed surveys down the valley, that the original location was a blunder, we had no hesitation in urging the adoption of the gravity system upon the new line proposed.

We state distinctly that Mr. Tubbs is now asking the city of Rochester to permit him to make the fourth in a series of blunders which have cost the city to this date large sums of money. We shall, of

A PROFILE VIEW.

Last week the UNION printed a map which gave a flat surface view of the existing and proposed lines of conduit for an increased water supply from the southern lakes, accompanied by an explanation from Chief Engineer Tubbs of his plans for a system of combined pump and gravity. On Saturday we gave from the all-gravity side a statement prepared by Secretary McClintock of the Chamber of Commerce, and a report previously made by Messrs. Fanning and Fteley, the expert hydraulic engineers who disapprove of Mr. Tubbs's plan and decidedly favor that for all gravity. It was intend to republish with the statement and report the surface map, but owing to inadvertence in "making up" it was omitted. However, as every reader of the UNION had it in a previous issue the republication was not necessary to an understanding of the papers.

To-day, below, we present a profile map, which tips the surface to a perpendicular and enables the reader to obtain a correct idea of the elevations and depressions of all the lines, followed by a statement of the committee of the Chamber of Commerce that for two years past has had the subject of increased water supply, plans, &c., under consideration, and commend both to careful study and consideration:



STATEMENT OF CHAMBER OF COMMERCE COMMITTEE.

Editor Union and Advertiser:

The diagram published herewith shows the different elevations of the various conduit lines from Hemlock lake to Rush reservoir.

The line marked "old gravity line" is the present conduit which has been in use, delivering water by gravitation from Hemlock lake, since its construction, about fourteen years ago.

The line marked "hydraulic gradient" is an imaginary uniform grade line drawn from the level of Hemlock lake to the level of the reservoir at Rush.

It will be observed that the old gravity line from Hemlock lake to the point marked "B," near Richmond mills, about four and one-sixth miles, is substantially upon or below the hydraulic gradient, and it has up to that point a capacity of nineteen and three-quarter million gallons per day. At this point it rises over the hill and thence it runs below the hydraulic gradient and again forty-three feet above it.

The dotted line marked "new gravity line," below the hydraulic gradient, all the way from the point "B" to Rush Reservoir, is the line proposed by the experts, and is the line upon which the original conduit should have been laid.

Mr. Tubbs is, of course, prevented from admitting the truth of this statement, and insists that the route adopted by him when the line was constructed is the only economical and feasible gravity line. To avoid the defects incident to running over the hills and above the hydraulic gradient, Mr. Tubbs' proposition is to establish pumps at Hemlock, with a pumping main rising to a point at Livonia, ninety-seven feet above the lake level, through which he would force water by pumps to that reservoir, and from thence allow it to run by gravitation to the city. This proposition has since been modified by a proposition to lay a high grade conduit from Canadice lake, which is two hundred feet higher than Hemlock, to Livonia, so as to postpone the necessity of pumping until such time as the capacity of Canadice lake—about six million gallons per day—has been used up by the growth of the city, when it will be necessary to commence to pump.

BAXTON'S SUGAR COATED PILLS.

Senator Saxton is pestered by a lot of ballot reform cranks down in New York who form a mutual admiration society called the "New York Ballot Reform "League," with a renegade Democrat, Mugwump, named Peckham, at its head. In order to reconcile these cranks to the surrender to Gov. Hill on all essential points of difference, he writes them a letter in which he says of his present bill:

It does not leave a single expressed objection of the Governor unanswered. It preserves the principle of the official ballot. * * * The bill in its amended form, providing as it does for a secret booth and an exclusive official ballot distributed by election officers within the polling-place on election day, embraces every principle for which we have so long been contending.

This letter is unique. But as it fills the ballot reform cranks full up with Saxton sugar coated pills and has the desired effect upon them, everybody else ought to be satisfied with it. A bill that meets every objection of the Governor—especially the insurmountable objection of the exclusive official ballot, by maintaining its "principle" while yielding every vestige of its substance, is a bill that throws the Maine law when passed but not enforced into the shade. This is the provision by which the "principle" of the exclusive government ballot is "preserved:"

"Any voter may take with him into the voting booth or compartment a printed ballot of his own selection or preparation, to be known as a 'paster ballot,' containing the names of all the offices to be filled and of the candidates therefor for whom he desires to vote, which paster ballot may be gummed on the back thereof, and the voter may paste the whole of such paster ballot on any of the official ballots below the stub. Any names so written upon the ballot shall be deemed the choice of the voter notwithstanding the name of another candidate for the same office may be upon the original ballot without being erased, covered or concealed by the writing or paster."

Practically, this provision converts the exclusive government ballot into an unsealed envelope for the voter's exclusive individual ballot, which he carries with him to the poll and into the booth, and which he fixes to suit himself either before or after going to the poll and into the booth, as he chooses. It at the same time enables the incapacitated voter to secure advice and assistance of his own choice in preparing his ballot, and prevents the monstrous outrage of turning such voter over to the dictation and direction of "sworn officers of election."

THE KIND OF CANALS DEMANDED.

The Welland canal, connecting Lake Erie and Lake Ontario on the Canadian side, is being deepened at the expense of the British government. In case of war a fleet of gun boats can be brought by way of the St. Lawrence and the lakes to the very wharves of Chicago. We are powerless to protest, since there is no treaty to the contrary, and the agreement entered into by the State department has no permanent vitality. However at variance this may be with the spirit of our conventions with Great Britain, there is no direct violation of law. All we can do, therefore, is to meet this move by a corresponding one, and happily nature has made equal provisions for us. We need first the Niagara canal already projected, and second, either a canal connecting Lake Ontario with the Hudson at Troy and Albany, already much discussed, or one connecting Lake Michigan with the Mississippi, also a project of long standing. Either of these would enable us to meet a British fleet on the lakes and repeat the victories of the war of 1812.—[Springfield (Mass.) Union.

This is good logic from a military standpoint. But commerce furnishes the crowning necessity for one or both of the great waterways suggested. The great Northwest and East would be immeasurably benefitted by a Lake Ontario and Hudson waterway, which would make Europe several hundred miles nearer the West than the Mississippi route. In a military way such a ship canal would also be vastly preferable to the Mississippi project. Let the Lake Ontario and Troy ship canal be built. But first push the Niagara canal scheme through Congress. It is a necessary link to the mightiest and most magnificent commercial chain of the future.—[Troy Press.

It is gratifying to observe this enlargement of ideas on the question of the canals demanded by the interests of the country and the circumstances of the period. The canals of New York, comparatively insignificant in capacity, are now given almost wholly to inter-state commerce, to which, unjustly, they are made free by imposing the cost of their maintenance upon the tax-payers of this state alone. In and to the extent of their capacity they fill a want of the United States. But a ship canal, or series of ship canals, that would enable vessels to sail from the head waters that border the granaries of the great west down around Niagara Falls, into the Hudson River, down to tide water at New York, and thence to all Ocean ports of the civilized world, would be one of the grandest achievements, if not the grandest achievement, in its line, of the century.

LINEAL OR REGIMENTAL PROMOTION.

Promotion in the army at present is by regiment up to the rank of captain, and from that to colonel by seniority in each branch of the service. Regimental promotion results in inequalities for some [illegible] but the term of the bonds issued for the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity." It is a good thing to have a man in the Executive Chamber at Albany who has his eye constantly on the constitution and steers the ship of state by it.

New York Republicans are willing to take their chances under the Saxton bill, if the Democrats are.—[Buffalo Express.

As Senator Saxton has, with the great good sense that characterized Capt. Scott's coon, come over to the ground upon which Gov. Hill, the Democratic party, and the people, have stood in every election since he introduced his bill, and as the bill is now to all intents and purposes a Democratic bill, the affectation by the Buffalo Express of a fear that the Democrats may not be willing to accept it, is charmingly cool if not refreshing.

Another Statement by the Man Opposed to State Interference With the Country Highways.

Editor Union and Advertiser:

The undersigned gratefully acknowledges the favor you rendered to the public by giving space in your columns on the 19th of March last, to an article from his pen relating to the question of the improvement of our highways, in which the hope was expressed that some one more competent might continue it. If any one has written on this question it has escaped my notice; and inasmuch as the Chamber of Commerce, through their secretary, McClintock, has seen fit since that time to lobby at Albany in favor of a certain scheme called the Richardson scheme, the provisions of which have never been published, so far as I am aware, and inasmuch as there is some prospect that the Legislature will rush this measure through before they adjourn, the hope is expressed that you will allow the further use of your columns for a more elaborate presentation of this important subject for the public benefit; hoping to so far neutralize the efforts above alluded to as to prevent the passage of any change in [illegible] present. It is freely [illegible] not only this State but of many others in so bad a condition for so long a consecutive time as they have been for six months just past. Who are the greatest sufferers on account of this fact? The farmers who own and use these roads; and who understand that bad roads are a great drawback to their prosperity; but they, in such seasons as are usual, find sufficient opportunity to transport their products to available markets during such portions of the season as are most favorable for that purpose. These seasons begin when the roads are settled after the frost and snow disappear and before the land is fit for spring work, and there is no more interruption to the free and comfortable use of the roads before November. After a few weeks of muddy roads they then usually freeze and remain [illegible] ten thousand miles of roadway, requiring an outlay of some thirty-five millions, to make even this small beginning, compared to the whole amount that would be required to complete the system, the sum is too appalling to contemplate by those who already are taxed out of all proportion to the benefits they receive. We have a constant reminder of the incompetence, to use no worse term, of the State to manage even a small job like our state capitol; and of their inability to make an approximate estimate of the cost of a small structure such as that is; and any estimate they can make of the cost of ten thousand miles of country roads would be no better than guess work, for the grading, the bridging, the crossing of marshes and swamps, and various unforeseen difficulties that are inevitable, would swallow up all of any estimate based on such knowledge as can be acquired in any engineer's office, and require another estimate before any beginning could be made on the road itself, and when all is finished no substantial benefit would be derived, as those roads which radiate from the cities which are market centers would be left as they now are; and they are the only ones that require any extra outlay beyond what the present system provides for. Let any one study our highway laws and they will be convinced that no material change is required. Any law that is not enforced is a dead letter. The enforcing our highway laws is now left just where it should be, with those who are directly interested. Every overseer of the district over which his authority extends is the best judge of how rigid he can exact strict compliance with his wishes; and, as a rule, the same person serves but one consecutive year and every variety of judgment has a chance to put it in practice when his turn comes to serve. Various devices are resorted to, and various machines are beginning to be constructed, to so use the small facilities available to the best advantage; such as scrapers, stone crushers, drain and sewer tile for sluices and marshy spots, the crowning the center with the scraper, the application of gravel when accessible, of crushed stone where it is to be had convenient, and in this way all roads which are general thoroughfares are yearly growing better. And in towns where there is so much inequality of the necessary amount of tax to make a given road passable, the town by vote is ready and willing to assist such unfortunate location. Our boards of supervisors are the best qualified to judge of the needs of their constituents; and if they lack any necessary power to legislate for us, all they need is an expressed desire from those whom they serve to make application to the Legislature to get it. It has not escaped our notice that the unimproved streets in the cities and incorporated villages are worse than our country roads, rendering it very difficult to deliver to our customers after we reach these places, our milk, our hay, straw and grain, and with all due respect for the Chamber of Commerce, who, we concede, are able men in the several callings to which they belong, we respectfully decline any interference in our affairs unless invited to do so, as long as we are excluded from that august body politic. The same remarks will apply to the wheelmen.

C. M. L.

Ridgeland, April 22d.

TER, N. Y., WEDNESDAY MORNING, APRI

GRADE CROSSING QUESTION

It is Settled by the Railroad Commissioners.

MR. SPENCER'S PLAN ADOPTED

City Surveyor Peacock's Plan Considered Too Expensive—A System of Subways, Depressions and Lift Gates—Other Matters at the Capital.

ALBANY, April 22.

The Board of Railroad Commissioners this afternoon rendered its decision on the complaint of the citizens of Rochester against the Central-Hudson Railroad Company and the Buffalo, Rochester & Pittsburg Railroad Company in regard to grade crossings. The decision set forth that this complaint, dated November 30, 1889, was duly lodged with the board. It states that the citizens of Rochester had for several years past been seeking relief from the dangers arising from grade crossings by railroads through the city; that the elevation of the tracks of the Central-Hudson Railway Company was the result of the agitation upon the subject; that notwithstanding such partial relief, there were yet many crossings of streets by railroads entering the city which were eminently dangerous to life and limb and deteriorated the value of property in the vicinity. That at a meeting held November 18th, certain resolutions were duly adopted, that a committee was appointed and that this committee had been directed to present the matter to the Board of Railroad Commissioners. The complainants then requested the board to visit Rochester and inspect the premises. The letter was signed by C. R. Parsons, mayor, on behalf of the city, and John A. Barhite, secretary of the citizens committee.

In conformity with the request contained in this complaint, the board, after due notice to all parties interested, held a public hearing at Rochester on December 18, 1889, after having inspected the dangerous points complained of in company with the complainants and representatives of respective railroad companies. The board found, as a matter of fact, that the crossings complained of were exceedingly dangerous, and that means should be taken for relief. The citizens strenuously advocated the elevation of the tracks of the Buffalo, Rochester & Pittsburg railroad at substantially all of the crossings complained of as far as Ames street. This scheme was strenuously opposed by the railroad representatives, who held it was impracticable and in any event very expensive and unnecessary. After much discussion, at the Board's suggestion, elaborate plans and profiles were made by Oscar H. Peacock, first assistant city engineer, showing the proposed scheme of elevation. A hearing was had before the board April 14th on these plans which the railroad representatives again declared impracticable, meantime the board had instructed its inspector, Mr. Thomas W. Spencer, to make a careful examination of the premises and report his views as to the practicability of elevated plan, and if found in his opinion impracticable, to suggest some other plan. Mr. Spencer's report which is appended, forms the basis of the board's recommendations. The board finds that the proposed plan of Mr. Peacock would be exceedingly expensive. It involves the excavation to a greater or less extent of Canal, Litchfield, King, Jefferson, Brown, Dangler, Saxton, Maple, Silver, York, Child and Colvin streets. It subjects the railroads to a very great expense, besides seriously interfering with the discharging and receiving of freight, by the Buffalo, Rochester & Pittsburg at its present depot ground, and renders useless the new grounds and approaches. It changes the present nearly level grade of the Central-Hudson railroad so as to make a heavy up grade going east from the junction of the Niagara Falls branch of thirty odd feet to the mile, thereby embarrassing the operation of the road. No detailed estimate of the expense is submitted, but it is roughly guessed at by Mr. Peacock to be $1,000,000. The railroad authorities insist that it would be far higher.

Mr. Spencer's plan is briefly as follows:

First. Canal street would be reasonably safe from accident, if strong lift gates, thoroughly excluding pedestrians and teams, were provided on exterior sides of the Buffalo, Rochester & Pittsburg railroad. There is but little travel over this crossing and the Central-Hudson passes over the street.

Second. At King street the Central-Hudson has a bridge, but the Buffalo, Rochester & Pittsburg crosses at grade and their tracks are parallel and adjoining East Maple street. Opposite this crossing on Maple street, is located a large church and parish school. A little south of Maple street and on King street is a large public school. There is very little passing of teams at this crossing, and strong lift gates as suggested at Canal street would be sufficient. For pedestrians however, especially the children, A subway could be readily and should be provided. Those suggested subways should be for each sidewalk. They would be nine feet wide and seven and one-half in the clear under the track stringers. After passing under the tracks to the north side of Maple street the subway should turn along side of said street with steps up to its surface. Crosswalks from the upper landing of these steps are suggested, and but little divergence from the line of King street would be necessary. Iron railings on Maple street would prevent [illegible] from the subway. [illegible] Buffalo, Rochester & Pittsburg railway, no steps would be necessary, as the street rapidly declines in its passage under the Central-Hudson road. The subway could be readily drained.

Third—Brown street is very much used, especially by teams from the surrounding country. It is paved with [illegible]

This proposition would require considerable expense for land damages.

Sixth—Saxton street, it is suggested, be depressed and carried at right angles under the tracks of both roads. A trunk sewer now being constructed is of sufficient depth to drain the proposed depression, allowing eleven and one-half feet of head room under the proposed bridge.

There would be considerable damages to adjoining property on this street south of the railroad. It is further suggested that Saxton street be extended to a right angle to the junction with Brown street.

Seventh. At the crossings of York, Colvin and Ames streets, finger bar gates would suffice for a time at least. It would be desirable to pave Saxton and Tonawanda streets, as they are proposed together with the under crossing at Saxton street as an outlet between north and south sides of railroads at Brown street crossing, when that street is obstructed by trains. This route of absolute safety would be about 600 feet longer than along Brown street. Maple street would be elongated nearly 150 feet.

The board is of opinion that the above described method of relief would be satisfactory to the citizens of Rochester, and recommends adoption by the railroad companies. It is further of opinion that the expenses of constructing and maintaining the gates at Canal street and the subway at King street, should be borne by the Buffalo, Rochester & Pittsburg railway; that the expense of constructing and maintaining the gates at Brown street, York street, Child street, Colvin street and Ames street should be jointly borne by the Buffalo, Rochester & Pittsburg railway and the Central-Hudson railroad, in proportion to the number of tracks crossing these streets; That the expense of constructing the subway at Saxton street should be jointly borne by the Central-Hudson and the Buffalo, Rochester & Pittsburg Railroad companies, in the proportion of the respective tracks of each across the street. That the expense incident to the change in Tonnwanda street, Maple street and the opening and extension of Saxton street to Brown street, should be borne jointly by the two railroad companies and the city of Rochester in such proportion as they may agree among themselves. If they cannot agree, the board, upon request, would be willing to act as arbitrator.

The Industrial School appropriation bill, when it came over to the Assembly after having been passed by the Senate, called f[illegible] $31,000. It has been [illegible]

THE WATER-SUPPLY BILL.

A Compromise Proposed by the Special Committee of the Common Council.

The special water supply committee of the Common Council will present an additional report at the meeting of the council, which is regarded as a compromise with the Chamber of Commerce.

A special meeting of the committee was held yesterday in the city clerk's office, when Chairman Kelly and Aldermen Cleveland, McMillan, Lempert and Fee of the committee, Alderman Tracy, and L. P. Ross and Henry Michaels, of the Chamber of Commerce, were present. The conference was brief and the agreement was reached that the committee offer a report to the council the following advising the following changes in the Assembly bill:

"Strike out all relating to the gravity system in the Assembly bill and insert instead at the end of section 1 the following:

"But no method or system for providing such water supply shall be adopted, nor any bonds under this act shall be issued or directed to be issued, except it be by a vote of at least eleven aldermen, members of said Common Council, voting in the affirmative.

"And the Executive Board of the said city shall, in the procurement of the said water supply, under the terms of this act, adopt and pursue the method or system adopted and approved by said Common Council, as aforesaid."

President Ross said that such a report would be agreeable to himself, and that though he could not speak for the Chamber of Commerce, he believed the executive committee of that body would approve it. There was some talk of asking the Chamber of Commerce to add its approval, but it was decided to await the action of the council on the report. The matter will be acted upon by the council the first thing this evening, and immediately afterward the executive committee of the chamber, which meets at 8 o'clock, will consider the action. Assistant City Attorney Sullivan read a letter from City Attorney Ernst in which that gentleman states that Professor Collins, Governor Hill's legal adviser, has given an opinion that under the constitution the water bonds can not run for a longer period than twenty years. The committee took action by requesting Senator McNaughton to investigate the matter and if Professor Collins's views are held by the Governor, to see that the time be changed from fifty as now, to twenty years.

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THE PLANS—THE ENGINEERS.

A week ago in taking up for the first time this season discussion of the water question, the UNION expressly disclaimed any preference of plan at that time. The words were: "The UNION does not propose to take sides with either of these "systems"—reference being had to the pump and gravity system of Mr. Tubbs and the all gravity system of Messrs. Fanning and Fteley. It was urged that further consideration of the subject was necessary to intelligent determination, and to that end a map of the lakes, territory, conduits, reservoirs, &c., as existing, and as proposed, together with statements and reports from scientific and official sources, were published. To-day another map and more literature tending to a better understanding of the points in controversy, are given. The UNION insisted that it was bad policy to attempt to tie up the enabling act to any particular system, and still worse policy to try to ignore the duly elected representatives of the city of Rochester, the Common Council, which is by the charter expressly, charged with "the management and control of the fiscal and prudential affairs of "said city, and of all property, real and "personal, belonging to said city." The discussion had within this week has brought the community to a conviction that the UNION was right, and the general judgment now is, in what have heretofore been opposing circles that may be designated Common Council and Chamber of Commerce, that the proper thing to do is to substitute for the amendment of the enabling act made by the Assembly committee on cities, which arbitrarily fixes a system, provision that the system shall be established by a two-thirds vote, or eleven votes, in the Common Council, which vote shall also be required in the issuance of bonds. This is a fair and safe proposition. By concurrence of the Common Council and Chamber of Commerce in it, the enabling act can be passed. Without such concurrence the enabling act is sure to be defeated, especially as the Legislature has reached its expiring days.

Some of the advocates of the all gravity system say they inferred that the UNION favored Mr. Tubbs's plan because it spoke highly of him and of his experience and services in the construction of the city's present works, and referred to Messrs. Fanning and Fteley as strangers who necessarily were not so personally familiar with the water and the ground. This inference was not warranted. We simply desired that Mr. Tubbs should have a fair chance in the controversy. He has had it. And we now feel bound to say that his supports do not materialize in the form of hydraulic engineers competent to pass judgment in the premises. In such a situation it is impossible for the lay mind to pin faith to what is practically his mere dictum, and ignore the weight of opinion in favor of the all gravity plan. So far as professional status and experience are concernen, both Messrs. Fanning and Fteley have records that cover a great deal of earth and water in the way of hydraulic works. Taking everything into consideration, as the situation nows stands, we think it wisdom to leave the question of system to decision by a two-thirds vote of the people's duly chosen representatives, in the fullest confidence that that decision will be correct and satisfactory to more than nine-tenths of the constituency.

SOLID WORK.

If any one has had misgivings as to redemption of the pledges made to the people of Rochester by the new street railroad owners and managers, we think they will be disposed to part with them on taking a view of the work done in laying the new T rail track inside the curb on the west side of Lake avenue from M'Cracken street to the old city line. In asking permission the managers said the work would be done in first class manner, which is the manner contemplated in the relaying of all the tracks throughout the city. It is due to them to say that they have more than fulfilled both the expectations and the desires of the property owners. The excavation in the lawn has been made deep enough to receive six inches of broken stone, and upon this M'Adam bed the best quality and size of cedar ties are laid as closely as they are to be found upon the New York Central or any other steam road for freight and passenger traffic. The narrow spaces between the ties are to be nearly filled with broken stone. And then earth will follow between the rails over the ties, making a bed upon which the sod is to be replaced. It is a creditable piece of work that is worth looking at as a specimen of what the new company has promised and commenced performing.

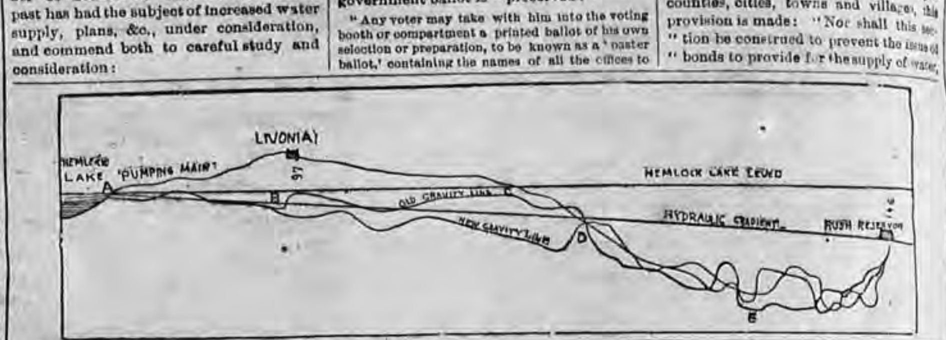
Gov. Hill has interposed his veto again, but there is every indication that it will be unanimously overruled—prevention of a marriage between a nephew and a young woman in Elmira.—[Syracuse Standard.

Assuming that the story printed in the newspapers is true—and we advise the Standard not to believe everything it sees in the newspapers about Gov. Hill, it must be conceded that there is great danger that the veto in this instance may be overridden by unanimous vote of the two houses having a voice in the matter.

"Will water run up hill?" asks a Buffalo contemporary. Niagara river water will not. Having once passed Buffalo and the Hamburg canal it prefers the dangerous plunge over the Falls, rather than to run back anywhere near them [illegible]

Last week the U[illegible] which gave a flat surface view of the existing and proposed lines of conduit for an increased water supp[illegible] the southern lakes, accompanied by an [illegible] from Chief Engineer Tubbs of his plans for a system of combined pump and gravity. On Saturday we gave from the all-gravity side a statement prepared by Secretary McClintock of the Chamber of Commerce, and a report previously made by Messrs. Fanning and Fteley, the expert hydraulic engineers who disapprove of Mr. Tubbs's plan and decidedly favor that for all gravity. It was intend to republish with the statement and report the surface map, but owing to inadvertence in "making up" it was omitted. However, as every reader of the UNION had it in a previous issue the republication was not necessary to an understanding of the papers.

To-day, below, we present a profile map, which tips the surface to a perpendicular and enables the reader to obtain a correct idea of the elevations and depressions of all the lines, followed by a statement of the committee of the Chamber of Commerce that for two years past has had the subject of increased water supply, plans, &c., under consideration, and commend both to careful study and consideration:



STATEMENT OF CHAMBER OF COMMERCE COMMITTEE.

Editor Union and Advertiser:

The diagram published herewith shows the different elevations of the various conduit lines from Hemlock lake to Rush reservoir.

The line marked "old gravity line" is the present conduit which has been in use, delivering water by gravitation from Hemlock lake, since its construction, about fourteen years ago.

The line marked "hydraulic gradient" is an imaginary uniform grade line drawn from the level of Hemlock lake to the level of the reservoir at Rush.

It will be observed that the old gravity line from Hemlock lake to the point marked "B," near Richmond mills, about four and one-sixth miles, is substantially upon or below the hydraulic gradient, and it has up to that point a capacity of nineteen and three-quarter million gallons per day. At this point it rises over the hill and thence it runs below the hydraulic gradient and again forty-three feet above it.

The dotted line marked "new gravity line," below the hydraulic gradient, all the way from the point "B" to Rush Reservoir, is the line proposed by the experts, and is the line upon which the original conduit should have been laid.

Mr. Tubbs is, of course, prevented from admitting the truth of this statement, and insists that the route adopted by him when the line was constructed is the only economical and feasible gravity line. To avoid the defects incident to running over the hills and above the hydraulic gradient, Mr. Tubbs' proposition is to establish pumps at Hemlock, with a pumping main rising to a point at Livonia, ninety-seven feet above the lake level, through which he would force water by pumps to that reservoir, and from thence allow it to run by gravitation to the city. This proposition has since been modified by a proposition to lay a high grade conduit from Canadice lake, which is two hundred feet higher than Hemlock, to Livonia, so as to postpone the necessity of pumping until such time as the capacity of Canadice lake—about six million gallons per day—has been used up by the growth of the city, when it will be necessary to commence to pump.

As this plan involves pumping, and the construction of about two hundred thousand dollars' worth of pipe—which we are advised by the experts is unnecessary—we do not regard it as a satisfactory substitute for the gravity system. As we have before stated, so long as we could not dispute Mr. Tubbs' claim that the route selected—when he built the original line—was the only feasible one, we were willing to discuss the question whether his alternative scheme might not be an improvement; but, as soon as the experts had established by careful detailed surveys down the valley, that the original location was a blunder, we had no hesitation in urging the adoption of the gravity system upon the new line proposed.

We state distinctly that Mr. Tubbs is now asking the city of Rochester to permit him to make the fourth in a series of blunders which have cost the city to this date large sums of money. We shall, of course, be satisfied if the people, through their authorized representatives, consent to this, but we should feel that we had not done our duty to our fellow citizens if we did not make it perfectly clear that after an examination extending over two years, assisted by the experts employed under the direction of the Common Council, this conclusion has forced itself upon us.

Very truly, &c.,
WM. H. GORSLINE,
JAMES G. CUTLER,
JAMES E. BOOTH,
WILLIAM S. KIMBALL,
CLINTON ROGERS.

An Albany contemporary, disgusted with the suicide that took place at the Capitol last week, calls loudly for reform.—[Kingston Freeman.

The trouble is, that any "Albany contemporary" that is not pleased with the suicide of the Republican party at the Capitol last week, does not know what "reform" is. And we have a slight suspicion that even esteemed contemporaries as far down the Hudson River as Kingston have conceit in excess of knowledge on the subject.

[illegible] ballot reform cranks [illegible] who form a mutual admiration society called the "New York Ballot Reform League," with a renegade Democrat, [illegible] in order [illegible] surrender to Gov. Hill on all essential points of difference, he writes them a letter in which he says of his present bill:

It does not leave a single expressed objection of the Governor unanswered. It preserves the principle of the official ballot. * * * The bill in its amended form, providing as it does for a secret booth and an excusive official ballot distributed by election officers within the polling-place on election day, embraces every *principle* for which we have so long been contending.

This letter is unique. But as it fills the ballot reform cranks full up with Saxton sugar coated pills and has the desired effect upon them, everybody else ought to be satisfied with it. A bill that meets every objection of the Governor—especially the insurmountable objection of the exclusive official ballot, by maintaining its "principle" while yielding every vestige of its substance, is a bill that throws the Maine law when passed but not enforced into the shade. This is the provision by which the "principle" of the exclusive government ballot is "preserved:"

"Any voter may take with him into the voting booth or compartment a printed ballot of his own selection or preparation, to be known as a 'paster ballot,' containing the names of all the offices to be filled and of the candidates therefor for whom he desires to vote, which paster ballot may be gummed on the back thereof, and the voter may paste the whole of such paster ballot on any of the official ballots below the stub. Any names so written upon the ballot shall be deemed the choice of the voter notwithstanding the name of another candidate for the same office may be upon the original ballot without being erased, covered or concealed by the writing or paster."

Practically, this provision converts the exclusive government ballot into an unsealed envelope for the voter's exclusive individual ballot, which he carries with him to the poll and into the booth, and which he fixes to suit himself either before or after going to the poll and into the booth, as he chooses. It at the same time enab'es the incapacitated voter to secure advice and assistance of his own choice in preparing his ballot, and prevents the monstrous outrage of turning such voter over to the dictation and direction of "sworn officers of election."

THE KIND OF CANALS DEMANDED.

The Welland canal, connecting Lake Erie and Lake Ontario on the Canadian side, is being deepened at the expense of the British government. In case of war a fleet of gun boats can be brought by way of the St. Lawrence and the lakes to the very wharves of Chicago. We are powerless to protest, since there is no treaty to the contrary, and the agreement entered into by the State department has no permanent vitality. However at variance this may be with the spirit of our conventions with Great Britain, there is no direct violation of law. All we can do, therefore, is to meet this move by a corresponding one, and happily nature has made equal provisions for us. We need first the Niagara canal already projected, and second, either a canal connecting Lake Ontario with the Hudson at Troy and Albany, already much discussed, or one connecting Lake Michigan with the Mississipi, also a project of long standing. Either of these would enable us to meet a British fleet on the lakes and repeat the victories of the war of 1812.—[Springfield (Mass.) Union.

This is good logic from a military standpoint. But commerce furnishes the crowning necessity for one or both of the great waterways suggested. The great Northwest and East would be immeasurably benefitted by a Lake Ontario and Hudson waterway, which would make Europe several hundred miles nearer the West than the Mississippi route. In a military way such a ship canal would also be vastly preferable to the Mississipi project. Let the Lake Ontario and Troy ship canal be built. But first push the Niagara canal scheme through Congress. It is a necessary link to the mightiest and most magnificent commercial chain of the future.—[Troy Press.

It is gratifying to observe this enlargement of ideas on the question of the canals demanded by the interests of the country and the circumstances of the period. The canals of New York, comparatively insignificant in capacity, are now given almost wholly to inter-state commerce, to which, unjustly, they are made free by imposing the cost of their maintenance upon the tax-payers of this state alone. In and to the extent of their capacity they fill a want of the United States. But a ship canal, or series of ship canals, that would enable vessels to sail from the head waters that border the granaries of the great west down around Niagara Falls, into the Hudson River, down to tide water at New York, and thence to all Ocean ports of the civilized world, would be one of the grandest achievements, if not the grandest achievement, in its line, of the century.

LINEAL, OR REGIMENTAL PROMOTION.

Promotion in the army at present is by regiment up to the rank of captain, and from that to colonel by seniority in each branch of the service. Regimental promotion results in inequalities, for vacancies occur much faster in some regiments than in others, so that it is not unusual for one lieutenant to get his captaincy five or even ten years sooner than another who entered the service at about the same time and under equal conditions with himself. To remedy this seeming inequity, Senator Hawley has introduced a bill doing away with regimental promotion altogether, and making "lineal promotion" the rule for commissioned officers from lieutenants up to colonels. On the face of it seems a proper measure. The objection to it is that it is destructive to all regimental association and *esprit du corps*. Under ordinary circumstances, in a cavalry regiment, for example, in time of peace, it takes from twenty to thirty years for a second lieutenant to become a major. During all that time, by the present system, he remains in the same regiment, unless for personal reasons he makes some exchange. By the method proposed in Senator Hawley's bill he would be likely to change his regiment every time he got a rise—twice, that is, on his way up to his majority.

[illegible] argument against it is that as a rule the regiments which endure the greatest hardships have the best promotion, which is [illegible] the proposed bill may not really be so equitable as it seems. "Only a man who has mistaken his calling is willing to become a tramp," writes a military critic of the proposed change. If that is the spirit with which the bill is generally received in army circles it ought not to pass, for if the army is satisfied with the system as it is there is no object in changing it.

NOT AN OPINION BUT A FACT.

At a meeting of the special water supply committee yesterday it was stated that City Attorney Ernst had written from Albany that Gov. Hill had expressed the opinion that the water bonds cannot be made to run longer than twenty years. We guess there isn't any opinion about it, and that the Governor simply called attention to a constitutional fact so recently established by amendment, November [illegible], 1884, that it has been forgotten. By that amendment, which puts restraint upon counties, cities, towns and villages, this provision is made: "Nor shall this section be construed to prevent the issue of "bonds to provide for the supply of water, "but the term of the bonds issued for the "supply of water shall not exceed twenty "years, and a sinking fund *shall* be created on the issuing of said bonds for their "redemption, by raising annually a sum "which will produce an amount equal to "the sum of the principal and interest of "said bonds at their maturity." It is a good thing to have a man in the Executive Chamber at Albany who has his eye constantly on the constitution and steers the ship of state by it.

New York Republicans are willing to take their chances under the Saxton bill, if the Democrats are.—[Buffalo Express.

As Senator Saxton has, with the great good sense that characterized Capt. Scott's coon, come over to the ground upon which Gov. Hill, the Democratic party, and the people, have stood in every election since he introduced his bill, and as the bill is now to all intents and purposes a Democratic bill, the affectation by the Buffalo Express of a fear that the Democrats may not be willing to accept it, is charmingly cool if not refreshing.

Another Statement by the Man Opposed to State Interference With the Country Highways

Editor Union and Advertiser:

The undersigned gratefully acknowledges the favor you rendered to the public by giving space in your columns on the 19th of March last, to an article from his pen relating to the question of the improvement of our highways, in which the hope was expressed that some one more competent might continue it. *If* any one has written on this question it has escaped my notice; and inasmuch as the Chamber of Commerce, through their secretary, McClintock, has seen fit since that time to lobby at Albany in favor of a certain scheme called the Richardson scheme, the provisions of which have never been published, so far as I am aware, and inasmuch as there is some prospect that the Legislature will rush this measure through before they adjourn, the hope is expressed that you will allow the further use of your columns for a more elaborate presentation of this important subject for the public benefit; hoping to so far neutralize the efforts above alluded to as to prevent the passage of any change in ou[illegible] present. It is freely ad[illegible] the [illegible] not only this State but of many others in so bad a condition for so long a consecutive time as they have been for six months just past. Who are the greatest sufferers on account of this fact? The farmers who own and use these roads; and who understand that bad roads are a great drawback to their prosperity; but they, in such seasons as are usual, find sufficient opportunity to transport their products to available markets during such portions of the season as are most favorable for that purpose. These seasons begin when the roads are settled after the frost and snow disappear and before the land is fit for spring work, and there is no more interruption to the free and comfortable use of the roads before November. After a few weeks of muddy roads they then usually freeze and remain so till snow sufficient for sleighing permits the great bulk of all work to be done for the year. We all understand when and how to so use our teams as to get the best results, and there is seldom heard any complaint from those who alone have any right to complain. If the wheelmen suppose we are to be obliged to consult their comfort in the use of our roads, it will require a good deal larger force than they can muster, if they get the assistance of the whole Chamber of Commerce, to bring about that result. With due respect for the proposition by the Governor in his message to the Legislature, wherein the suggestion was made for the State to connect the county capitals, by roads both ways to intersect these towns, it is sufficient to say the scheme is both impracticable and unnecessary, and too costly to ever get the consent of the cities in the State to submit to pay two-thirds of such cost. The farmers can never be persuaded to even pay the other third, for only a few would derive any benefit from such roads; and when it is estimated by the authority of the State Engineer, that there would be required [illegible] is; and any estimate they can make of the cost of ten thousand miles of country roads would be no better than guess work, for the grading, the bridging, the crossing of marshes and swamps, and various unforeseen difficulties that are inevitable, would swallow up all of any estimate based on such knowledge as can be acquired in any engineer's office, and require another estimate before any beginning could be made on the road itself, and when all is finished no substantial benefit would be derived, as those roads which radiate from the cities which are market centers would be left as they now are; and they are the only ones that require any extra outlay beyond what the present system provides for. Let any one study our highway laws and they will be convinced that no material change is required. Any law that is not enforced is a dead letter. The enforcing our highway laws is now left just where it should be, with those who are directly interested. Every overseer of the district over which his authority extends is the best judge of how rigid he can exact strict compliance with his wishes; and, as a rule, the same person serves but one consecutive year and every variety of judgment has a chance to put it in practice when his turn comes to serve. Various devices are resorted to, and various machines are beginning to be constructed, to so use the small facilities available to the best advantage; such as scrapers, stone crushers, drain and sewer tile for sluices and marshy spots, the crowning the center with the scraper, the application of gravel when accessible, of crushed stone where it is to be had convenient, and in this way all roads which are general thoroughfares are yearly growing better. And in towns where there is so much inequality of the necessary amount of tax to make a given road passable, the town by vote is ready and willing to assist such unfortunate location. Our boards of supervisors are the best qualified to judge of the needs of their constituents; and if they lack any necessary power to legislate for us, all they need is an expressed desire from those whom they serve to make application to the Legislature to get it. It has not escaped our notice that the unimproved streets in the cities and incorporated villages are worse than our country roads, rendering it very difficult to deliver to our customers after we reach these places, our milk, our hay, straw and grain, and with all due respect for the Chamber of Commerce, who, we concede, are able men in the several callings to which they belong, we respectfully decline any interference in our affairs unless invited to do so, as long as we are excluded from that august body politic. The same remarks will apply to the wheelmen.

C. M. L.

Ridgeland, April 22d.

TER, N. Y., WEDNESDAY MORNING, APRI

GRADE CROSSING QUESTION

It is Settled by the Railroad Commissioners.

MR. SPENCER'S PLAN ADOPTED

City Surveyor Peacock's Plan Considered Too Expensive—A System of Subways, Depressions and Lift Gates—Other Matters at the Capital.

ALBANY, April 22.

The Board of Railroad Commissioners this afternoon rendered its decision on the complaint of the citizens of Rochester against the Central-Hudson Railroad Company and the Buffalo, Rochester & Pittsburg Railroad Company in regard to grade crossings. The decision set forth that this complaint, dated November 30, 1889, was duly lodged with the board. It states that the citizens of Rochester had for several years past been seeking relief from the dangers arising from grade crossings by railroads through the city; that the elevation of the tracks of the Central-Hudson Railway Company was the result of the agitation upon the subject; that notwithstanding such partial relief, there were yet many crossings of streets by railroads entering the city which were eminently dangerous to life and limb and deteriorated the value of property in the vicinity. That at a meeting held November 18th, certain resolutions were duly adopted. that a committee was appointed and that this committee had been directed to present the matter to the Board of Railroad Commissioners. The complainants then requested the board to visit Rochester and inspect the premises. The letter was signed by C. R. Parsons, mayor, on behalf of the city, and John A. Barhite, secretary of the citizens committee.

In conformity with the request contained in this complaint, the board, after due notice to all parties interested, held a public hearing at Rochester on December 18, 1889, after having inspected the dangerous points complained of in company with the complainants and representatives of respective railroad companies. The board found, as a matter of fact, that the crossings complained of were exceedingly dangerous, and that means should be taken for relief. The citizens strenuously advocated the elevation of the tracks of the Buffalo, Rochester & Pittsburg railroad at substantially all of the crossings complained of as far as Ames street. This scheme was strenuously opposed by the railroad representatives, who held it was impracticable and in any event very expensive and unnecessary. After much discussion, at the Board's suggestion, elaborate plans and profiles were made by Oscar H. Peacock, first assistant city engineer, showing the proposed scheme of elevation. A hearing was had before the board April 14th on these plans which the railroad representatives again declared impracticable, meantime the board had instructed its inspector, Mr. Thomas W. Spencer, to make a careful examination of the premises and report his views as to the practicability of elevated plan, and if found in his opinion impracticable, to suggest some other plan. Mr. Spencer's report which is appended, forms the basis of the board's recommendations. The board finds that the proposed plan of Mr. Peacock would be exceedingly expensive. It involves the excavation to a greater or less extent of Canal, Litchfield, King, Jefferson, Brown, Dengler, Saxton, Maple, Silver, York, Child and Colvin streets. It subjects the railroads to a very great expense, besides seriously interfering with the discharging and receiving of freight, by the Buffalo, Rochester & Pittsburg at its present depot ground, and renders useless the new grounds and approaches. It changes the present nearly level grade of the Central-Hudson railroad so as to make a heavy up grade going east from the junction of the Niagara Falls branch of thirty odd feet to the mile, thereby embarrassing the operation of the road. No detailed estimate of the expense is submitted, but it is roughly guessed at by Mr. Peacock to be $1,000,000. The railroad authorities insist that it would be far higher.

Mr. Spencer's plan is briefly as follows:

First. Canal street would be reasonably safe from accident, if strong lift gates, thoroughly excluding pedestrians and teams, were provided on exterior sides of the Buffalo, Rochestes & Pittsburg railroad. There is but little travel over this crossing and the Central-Hudson passes over the street.

Second. At King street the Central-Hudson has a bridge, but the Buffalo, Rochester & Pittsburg crosses at grade and their tracks are parallel and adjoining East Maple street. Opposite this crossing on Maple street, is located a large church and parish school. A little south of Maple street and on King street is a large public school. There is very little passing of teams at this crossing, and strong lift gates as suggested at Canal street would be sufficient. For pedestrians however, especially the children, A subway could be readily and should be provided. These suggested subways should be for each sidewalk. They would be nine feet wide and seven and one-half in the clear under the track stringers. After passing under the tracks to the north side of Maple street the subway should turn along side of said street with steps up to its surface. Cross-walks from the upper landing of these steps are suggested, and but little divergence from the line of King street would be necessary. Iron railings on Maple street would prevent pedestrians from inadvertently falling into the subway. North of the Buffalo, Rochester & Pittsburg railway no steps would be necessary, as the street rapidly declines in its passage under the Central-Hudson road. The subway could be readily drained.

Third—Brown street is very much used, especially by teams from the surrounding country. It is paved with asphalt, and is a fine avenue. At very great cost of damages to adjoining property, it is possible to depress this street under the tracks of both roads which here closely adjoin. It is suggested however, that this crossing be provided with strongly enclosed lift gates, and that a subway under both railroads at Saxton street be constructed to relieve both Brown and Maple street.

Fourth, Maple street has quite a diagonal crossing; too much so for safety. The wheels of vehicles can too readily drop into the space between the rails and planking on the crossing. It is suggested that the line of this street be diverged and all along the south side of railroads and depressed at west end, enabling the use of an undercrossing at Saxton street to the north side of railroads, thence re-entering into Maple street.

Tonawanda street could be widened on the north and its westerly end depressed into the subway proposed for Saxton street.

This proposition would require considerable expense for land damages.

Sixth—Saxton street, it is suggested, be depressed and carried at right angles under the tracks of both roads. A trunk sewer now being constructed is of sufficient depth to drain the proposed depression, allowing eleven and one-half feet of head room under the proposed bridge.

There would be considerable damages to adjoining property on this street south of the railroad. It is further suggested that Saxton street be extended to a right angle to the junction with Brown street.

Seventh. At the crossings of York, Colvin and Ames streets, finger bar gates would suffice for a time at least. It would be desirable to pave Saxton and Tonawanda streets, as they are proposed together with the under crossing at Saxton street as an outlet between north and south sides of railroads at Brown street crossing, when that street is obstructed by trains. This route of absolute safety would be about 600 feet longer than along Brown street. Maple street would be elongated nearly 150 feet.

The board is of opinion that the above described method of relief would be satisfactory to the citizens of Rochester, and recommends adoption by the railroad companies. It is further of opinion that the expenses of constructing and maintaining the gates at Canal street and the subway at King street, should be borne by the Buffalo, Rochester & Pittsburg railway; that the expense of constructing and maintaining the gates at Brown street, York street, Child street, Colvin street and Ames street should be jointly borne by the Buffalo, Rochester & Pittsburg railway and the Central-Hudson railroad, in proportion to the number of tracks crossing these streets; That the expense of constructing the subway at Saxton street should be jointly borne by the Central-Hudson and the Buffalo, Rochester & Pittsburg Railroad companies, in the proportion of the respective tracks of each across the street. That the expense incident to the change in Tonawanda street, Maple street and the opening and extension of Saxton street to Brown street, should be borne jointly by the two railroad companies and the city of Rochester in such proportion as they may agree among themselves. If they cannot agree, the board, upon request, would be willing to act as arbitrator.

The Industrial School appropriation bill, when it came over to the Assembly after having been passed by the Senate, called f[illegible] $31,500. It has been [illegible]

D&C Apr. 22d/90

THE WATER-SUPPLY BILL.

A Compromise Proposed by the Special Committee of the Common Council.

The special water supply committee of the Common Council will present an additional report at the meeting of the council, which is regarded as a compromise with the Chamber of Commerce.

A special meeting of the committee was held yesterday in the city clerk's office, when Chairman Kelly and Aldermen Cleveland, McMillan, Lempert and Fee of the committee, Alderman Tracy, and L. P. Ross and Henry Michaels, of the Chamber of Commerce, were present. The conference was brief and the agreement was reached that the [illegible]mittee offer a report to the council th[illegible]ning advising the following changes in [illegible] Assembly bill:

"Strik[illegible] out all relating to the gravity system [illegible] the Assembly bill and insert instead at the end of section 1 the following:

"But no method or system for providing such water supply shall be adopted, nor any bonds under this act shall be issued or directed to be issued, except it be by a vote of at least eleven aldermen, members of said Common Council, voting in the affirmative.

"And the Executive Board of the said city shall, in the procurement of the said water supply, under the terms of this act, adopt and pursue the method or system adopted and approved by said Common Council, as aforesaid."

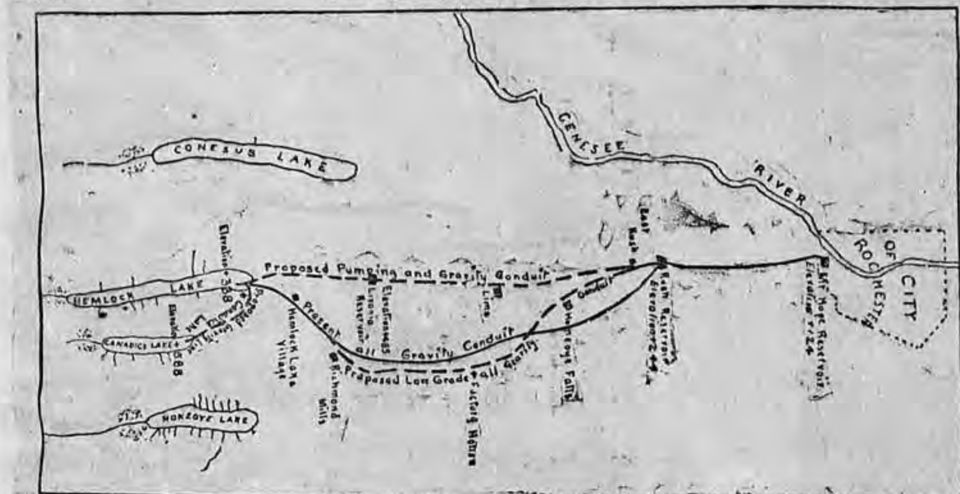
President Ross said that such a report would be agreeable to himself, and that though he could not speak for the Chamber of Commerce, he believed the executive committee of that body would approve it. There was some talk of asking the Chamber of Commerce to add its approval, but it was decided to await the action of the council on the report. The matter will be acted upon by the council the first thing this evening, and immediately afterward the executive committee of the chamber, which meets at 8 o'clock, will consider the action. Assistant City Attorney Sullivan read a letter from City Attorney Ernst in which that gentleman states that Professor Collins, Governor Hill's legal adviser, has given an opinion that under the constitution the water bonds can not run for a longer period than twenty years. The committee took action by requesting Senator McNaughton to investigate the matter and if Professor Collins's views are held by the Governor, to see that the time be changed from fifty as now, to twenty years.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE UNION AND ADVERTISER: FRIDAY, APRIL 18, 1890.

CHIEF ENGINEER TUBBS'S PLAN.

Chief Engineer Tubbs has promptly responded to our request of yesterday afternoon for a map of his plan for an additonal water supply, a reduced presentation of which is given below, together with a concise and clear explanation which will enable everyone to correctly understand the cheme:



Description of the proposed combined gravity and pumping plan for obtaining an additional supply daily of 15,000,000 gallons of water for Rochester from Hemlock and Canadice lakes:

This plan contemplates the laying of a force main 36 inches in diameter from the gate house at Hemlock lake, almost due north, for a distance of nearly four miles and the construction of a small reservoir at that point at an elevation of 97 feet above said lake. The said pipe will be laid at only such a depth below the surface of the ground as to prevent freezing. From the location of the said (Livonia) reservoir an iron conduit pipe, 29 inches in diameter is to be extended in nearly an air line to Rush reservoir. The total length of the above described line is 16 9-10 miles, or 3 1-10 miles shorter than the proposed all-gravity line.

From the foot of Hemlock lake a cast iron main, 27 inches in diameter and connected with the one previously described and with a capacity of 15,000,000 gallons in 24 hours is to be extended to Canadice lake.

The elevation of Canadice lake above Hemlock is 201 feet and above the proposed Livonia reservoir 104 feet.

The amount of water which Canadice lake and its water shed will furnish daily during the whole year is from 6,000,000 to 7,000,000 gallons. It therefore follows that the line above described may be used as a purely gravity line from Canadice lake until such time as the city shall use 6,000,000 to 7,000,000 gallons daily in addition to its present supply.

Assuming that the new conduit could be completed at the end of the year 1893, the additional water which it is believed would be required daily at that date, based upon Mr. Kuichling's estimate of population, would be 1,218,120 gallons and at the end of the year 1902 would be about 7,000,000 gallons daily. It is believed, herefore, that from 1892 to 1903, a period of ten years, the conduit from Canadice lake would deliver by gravity into Rush reservoir all the additional water required by the city. At the end of this time it is proposed to erect a pumping plant at the foot of Hemlock lake and connected with the conduit above described leading to Livonia reservoir. Said pumping plant to have a minimum capacity of 9,000,000 gallons in twelve hours or 18,000,000 in twenty-four hours.

The combined gravity and pumping system would then be complete and would operate as follows:

During the twelve hours of night the pumps would be idle and the whole line operate as a gravity line from Canadice, delivering 6,000,000 gallons.

During the twelve hours of the day the delivery from Canadice would be shut off and such an amount be pumped into Livonia reservoir from Hemlock as might be required until the time arrives when the amount pumped will be 9,000,000 gallons n twelve hours. This date, it is estimated, will occur about the year 1913 or 1914.

The initial cost of this work is estimated at $1,300,000, after the most careful surveys, sinking of test pits and other examinations.

A careful estimate of the sum which would have to be invested in 1892 at 3 per cent., the accumulations of which would erect the pumping plant in 1902 and repair and renew it at proper intervals forever, and which would also forever pay the cost of operation, including coal, oil, waste and wages of employees, amounts to $375,000.

It may be stated that the foregoing estimate of cost includes also the construction of the Livonia reservoir and the Pinnacle reservoir, amounting to $220,000; also, the extending of a large feeding main across the Genesee river, amounting to $33,000.

The advantages claimed for this plan are as follows: The initial cost, not including the riparian damages to be paid, will be only $1,300,000, while the cost for the *same provision* on the all-gravity plan will be as per the only estimate yet made by any engineer, to wit: the chief engineer of the water works, $1,879,606, or a saving on the combined plan in initial cost of $579,606.

Again, when all the cost of the pumping plant and operation is capitalized at 3 per cent. and added to the initial cost, it will still be $200,000 cheaper than the all-gravity plan.

Again, on the all-gravity plan the conduit will pass at least twenty-two times under the outlet creek, while on the combined plan it crosses it but once. The all-gravity line also passes through the gorge formed by the outlet creek for many miles, rendering access for repairs almost impossible for long periods in the spring time when the creek is at flood and the valley covered with water, while the combined conduit passes at once to the high land, where it is at all times accessible for repairs.

The all-gravity conduit for over a mile near the lake must be laid in a bed of quicksand excavated to a depth of from eighteen to twenty-five feet, while the combined conduit will only have so much covering as will protect it from frost.

Another advantage accruing from the combined plan is, that at Livonia reservoir we have thus secured an additional head of ninety-seven feet to force the water to Rush reservoir by gravity, and as a result much smaller pipe may be used from that point to Rush.

Another advantage to be realized is, that although the provision is only for an addition of 15,000,000 gallons daily, yet when that limit has been reached, it is practicable to cut Livonia reservoir out of connection and by increasing the speed of the pumps, increase the velocity of the water out in the main to Rush reservoir and in that way increase the supply through the pipes from one to three million gallons per day until further provisions from other sources could be made.

This is not possible on the all-gravity plan; no artificial head can be obtained, the gravity head being practically constant.

Another advantage of the combined plan is, that it can be constructed in six months' less time than the gravity plan.

The Elmira Telegram.

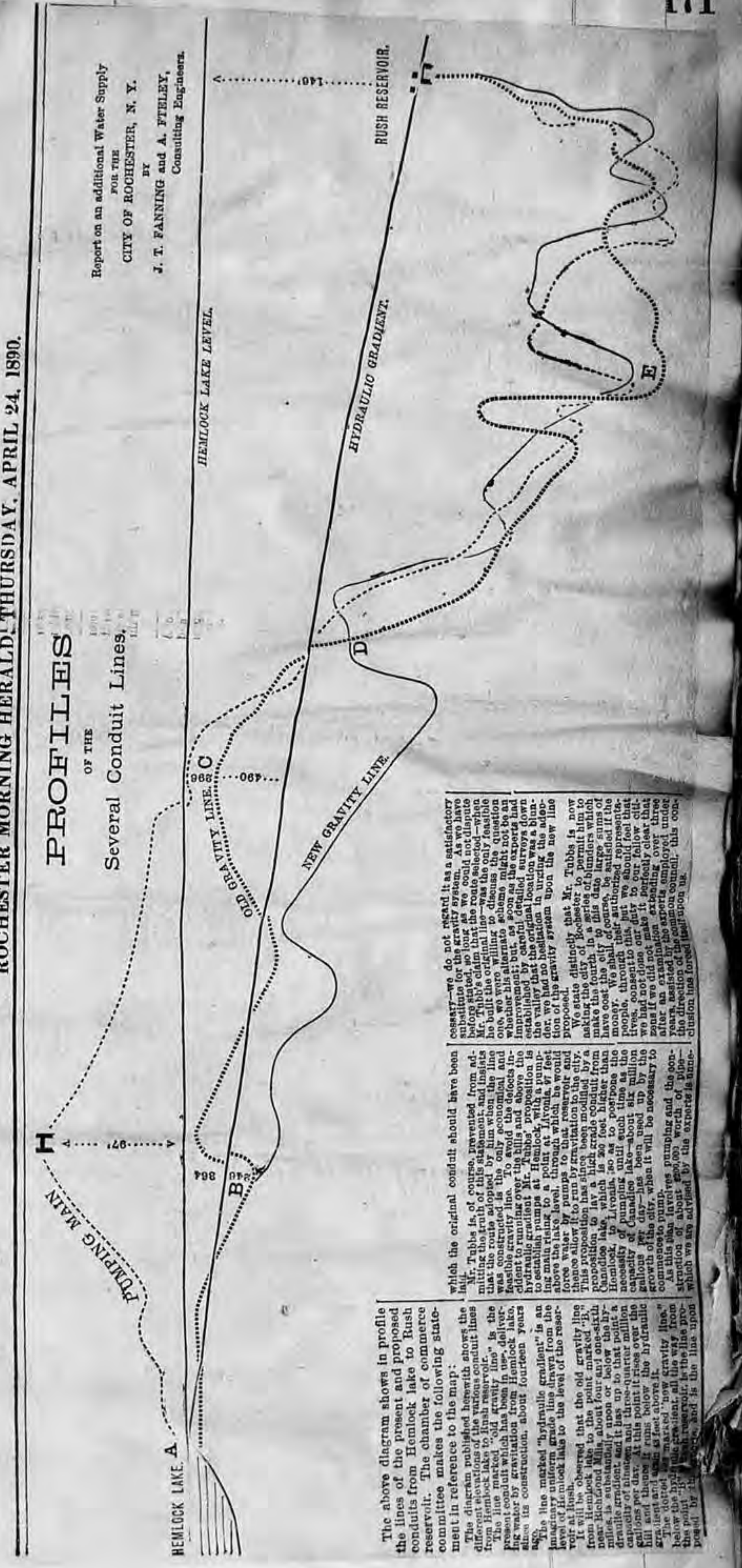
April 20th [illegible]

SLOWLY, SURELY DYING.

The Death Throes of the Chamber of Commerce, Crankism the Disease.

ROCHESTER, N. Y., April 19.—The great chamber of commerce of the city of Rochester is in the throes of dissolution—dying of crankism and vanity. Its course and proceedings are shaped and controlled by a few men—who believe they know all that is worth knowing—that any one who differs with them—whether a member of the chamber of commerce or not, is characterized by them as corrupt and actuated by selfish, unworthy motives. To such an extent have these cranks gone, that the conservative, sober minded members are withdrawing from any participation in the proceedings of the body. Some of the oldest, most respected members, have announced their intention at a very early day to offer resolutions for the disorganization of the association. Their counsels and words of warning are not heeded, and they propose to get out of an association that is continually usurping the functions of the common council, the executive board, board of education, and all the people's representative bodies. These conservative, sensible members openly assert their intention to do this. They say that they are tired—when urging moderation and sensible action—of two or three members jumping up and saying that they know all about the matter; that they have no tolerance for public opinion on the views of their fellow citizens; that in the past they saved the city of Rochester hundreds of thousands of dollars in the street car case, and that those who differ from them on the expediency of any public measure are controlled by selfish, corrupt motives. The chamber of commerce cranks have put on the shoes of the old "Citizens' Reform association," and have placed the association in a moribund condition, and the interment is not far off. A few, and that few manage to comprise the majority of the members who attend the meetings, insist that the bill in the legislature for an extra water supply for the city shall be amended to include the "all gravity" plan and that the common council shall so direct. If this is not done, they declare that the bill shall not pass, no matter how urgent the needs of the city for an additional water supply. The advice of a large number of their own members, that the bill for the extra water supply be passed and the manner in which it shall be supplied left to the citizens of Rochester, to be determined by their chosen representatives, is unheeded and ignored. The execution of their ideas is paramount to the actual wants and necessities of 150,000 people. The common council acted wisely in refusing to direct the city representatives in the legislature to incorporate the "all gravity" plan in the pending bill. Alderman Kelly's remarks regarding this matter were sound and he is supported by nine-tenths of the taxpayers of the city. The common council was elected to represent the people of Rochester, and the aldermen should not permit their functions to be usurped by a coterie of men who are bloated on their own importance. If the people of Rochester conclude that it will be for their interests to pump a supply of water from Lake Ontario, the enabling act, should be left so that the plan could be executed. If the people decide that a partly pumping and part gravity plan from Hemlock lake, or an all gravity plan is the best, the act should be in such a shape that their wishes can be gratified. The legislature should pass the act authorizing the extra supply of water, and then the citizens of Rochester can determine what plan they will adopt. At that time the chamber of commerce, any or all of its members, can appropriately present its views the same as other citizens. It is a pity that a reporter was not present at the chamber of commerce executive committee meeting Wednesday last to report the lashing the cranks received from Messrs. Curtis, Lomb, Upton and others. The "ring" in that committee cannot be actuated by proper motives or the members of it would listed to reason and not rush headlong to destruction. All reports of unanimity among this committee is all bosh.

ROCHESTER MORNING HERALD, THURSDAY, APRIL 24, 1890.



The above diagram shows in profile the lines of the present and proposed conduits from Hemlock lake to Rush reservoir. The chamber of commerce committee makes the following statement in reference to the map:

The diagram published herewith shows the different elevations of the various conduit lines from Hemlock lake to Rush reservoir.

The line marked "old gravity line" is the present conduit which has been in use, delivering water by gravitation from Hemlock lake, since its construction, about fourteen years ago.

The line marked "hydraulic gradient" is an imaginary uniform grade line drawn from the level of Hemlock lake to the level of the reservoir at Rush.

It will be observed that the old gravity line from Hemlock lake to the point marked "B," near Richmond Mills, about four and one-sixth miles, is substantially upon or below the hydraulic gradient, and it has up to that point a capacity of nineteen and three-quarter million gallons per day. At this point it rises over the hill and thence it runs below the hydraulic gradient and again [illegible] feet above it.

The dotted [illegible] marked "new gravity line," below the hydraulic gradient, all the way from the point "B" [illegible] reservoir, is the line proposed by the [illegible], and is the line upon which the original conduit should have been laid.

Mr. Tubbs is, of course, prevented from admitting the truth of this statement, and insists that the route adopted by him when the line was constructed is the only economical and feasible gravity line. To avoid the defects incident to running over the hills and above the hydraulic gradient Mr. Tubbs' proposition is to establish pumps at Hemlock, with a pumping main rising to a point at Livonia, 97 feet above the lake level, through which he would force water by pumps to that reservoir and thence allow it to run by gravitation to the city. This proposition has since been modified by a proposition to lay a high grade conduit from Canadice lake, which is 200 feet higher than Hemlock, to Livonia, so as to postpone the necessity of pumping until such time as the capacity of Canadice lake—about six million gallons per day—has been used up by the growth of the city, when it will be necessary to commence to pump.

As this plan involves pumping and the construction of about $200,000 worth of pipe—which we are advised by the experts is unnecessary—we do not regard it as a satisfactory substitute for the gravity system. As we have before stated, so long as we could not dispute Mr. Tubb's claim that the route selected—when he built the original line—was the only feasible one, we were willing to discuss the question whether his alternate scheme might not be an improvement; but, as soon as the experts had established by careful detailed surveys down the valley that the original location was a blunder, we had no hesitation in urging the adoption of the gravity system upon the new line proposed.

We state distinctly that Mr. Tubbs is now asking the city of Rochester to permit him to make the fourth in a series of blunders which have cost the city to this date large sums of money. We shall, of course, be satisfied if the people, through their authorized representatives, consent to this, but we should feel that we had not done our duty to our fellow citizens if we did not make it perfectly clear that after an examination extending over three years, assisted by the experts employed under the direction of the common council, this conclusion has forced itself upon us.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE UNION AND ADVERTISER
ROCHESTER, N. Y., APRIL 23, 1890.

WORKING TOGETHER NOW.

Chamber of Commerce Trustees Approve the Common Council Action.

Last evening the Chamber of Commerce trustees met to consider the action which the Common Council took during the evening on the water supply question. President Ross occupied the chair, and the following other members were in attendance: F. J. Amsden, E. R. Andrews, W. C. Barry, J. E. Booth, George C. Buell, H. C. Brewster, J. H. Chase, E. T. Curtis, J. G. Cutler, S. G. Curtice, C. M. Everest, John Fahy, W. H. Gorsline, T. B. Griffith, A. S. Hamilton, D. M. Hough, G. A. Hollister, R. M. Myers and Clinton Rogers.

Assistant City Attorney Sullivan presented the trustees a record of the council's resolutions. The water supply committee then reported as follows:

To the Board of Trustees of the Chamber of Commerce:

GENTLEMEN:—In view of the proposition from the Common Council to make the determination of the system ultimately to be adopted by the city in obtaining an additional water supply dependent upon the vote of eleven aldermen for the plan selected, we respectfully recommend that the substitution of such a provision in the act as proposed by the Common Council for what is known as the gravity amendment be accepted by the Chamber of Commerce, and that the association should take steps to co-operate with the Common Council as requested by it to secure the passage of the act so amended. All of which is respectfully submitted.

W. H. GORSLINE,
JAMES G. CUTLER,
JAMES E. BOOTH,
WILLIAM S. KIMBALL,
CLINTON ROGERS,
Special Committee on Water Supply.

The following resolution, offered by J. G. Cutler, was unanimously adopted:

Resolved, That the report and recommendation of the special committee on water supply be received and adopted, and that the president and secretary be requested to go to Albany to co-operate with the representatives of the Common Council in securing the passage of the enabling act as proposed to be amended in accordance with the resolution of the Common Council.

On motion of George C. Buell the following was adopted:

Resolved, That the Chamber of Commerce of the city of Rochester desires most emphatically to express its disapproval of the bill before Congress known as the "Butterworth bill," No. 5,353, defining "options and futures and imposing special taxes on dealers thereon, and for other purposes." We feel confident that such legislation, while it is intended to correct some evils that exist in dealing with property not actually delivered at the time of sale, will prove to be most injurious to the commerce and will depreciate the agricultural products of the country, while it will tend to paralyze the business of large commercial centers. We, therefore, respectfully urge upon our Senators and Member of Congress the importance of defeating the passage of the bill referred to and ask their co-operation to this end.

A vote of thanks was extended to Senator McNaughton for copies of bills sent to the chamber, and especially for handsomely inscribed "red book." Charles W. Voshall was elected a member of the chamber.

The Post-Express.
ROCHESTER, WEDNESDAY, APRIL 23.

THOSE RAILROAD CROSSINGS.

Decision of the State Commission on the West Side Controversy.

The board of railroad commissioners yesterday afternoon handed down its finding and recommendation in the matter of railroad crossings in the western quarter of the city. After reciting the complaints made by citizens in regard to crossings of the B. R. and P., and Central-Hudson, and traversing the plan of relief proposed by City Surveyor Peacock, which was found too expensive, the board recommends the following plan proposed by its engineer, Mr. Spencer:

First—Canal street would be reasonably safe from accident if strong lift gates, thoroughly excluding pedestrians and teams, were provided on exterior sides of the Buffalo, Rochester and Pittsburg railroad. There is but little travel over this crossing and the Central-Hudson passes over the street. Second—At King street the Central-Hudson has a bridge at the Buffalo, Rochester and Pittsburg crossing at grade, and their tracks are parallel to and adjoining East Maple street. Opposite this crossing on Maple street is located a large church and a parish school, a little south of Maple street and on King street is a large public school. There is very little passing of trains at this crossing and strong lift gates as suggested at Canal street, would be sufficient. For pedestrians, however, especially the children, a subway could readily, and should be, provided. These suggested subways should be for each sidewalk. They should be nine feet wide and seven and one-half feet in clear, under the track stringers. After passing under the tracks to the north side of Maple street, the subway should turn along the side of said street with steps up to its surface. Crosswalks from the upper landing of these steps are suggested, and but little divergence from the line of King street would be necessary. Iron rails on Maple street would protect pedestrians from inadvertently falling into the subway. North of the Buffalo, Rochester and Pittsburg railroad no steps would be necessary, as the street rapidly declines in its passage under the Central-Hudson. The subways could be readily drained.

Third—Brown street is very much used, especially by teams from the surrounding country. It is paved with asphalt and is a fine avenue. At very great cost of damages to adjoining property it is possible to depress this street under the tracks of both roads, which here closely adjoin. It is suggested, however, that this crossing be provided with strongly enclosed lift gates and that a subway under both railroads at Saxton street be constructed to relieve both Brown and Maple streets.

As Maple street has a quite diagonal crossing, too much so for safety, as the wheels of vehicles can too easily drop into the space between the rails and planking of the crossing, it is suggested that the line of this street be diverged along the south side of the railroads and depressed at the west end, enabling the use of an under crossing at Saxton street to the north side of the railroads, thence re-entering into Maple street.

Fifth—Tonawanda street could be widened on the north and its westerly end depressed into the subway proposed for Saxton street. This proposition would require considerable expense for land damages.

Sixth—Saxton street, it is suggested, be depressed and carried at right angles under the tracks of both roads. A trunk sewer now being constructed is of sufficient depth to drain the proposed depression, allowing eleven and one-half feet of head room under the proposed bridge. There would be considerable damage to adjoining property on the street south of the railroad.

It is further [illegible] to a right angle [illegible] street.

Seventh—At the crossings of York, Colvin and Ames streets finger-bar gates would suffice for a time at least.

It would be desirable to have Saxton and Tonawanda streets as they are proposed, together with the [illegible] as an outlet between the north and south sides of the railroads at Brown street crossing when that street is obstructed by trains.

This route of absolute safety would be about 600 feet longer than along Brown street. Maple street would be elongated over a direct line nearly 150 feet.

The board is of the opinion that the above described method of relief will be satisfactory to the citizens of Rochester, and recommends its adoption by the railroad companies. It is further of the opinion that the expense of constructing and maintaining the gates at Canal street and the subway at King street should be borne by the Buffalo, Rochester and Pittsburg; that the expenses of constructing and maintaining the gates at Brown, York, Child, Colvin and Ames streets should be jointly borne by the Buffalo, Rochester and Pittsburg and the New York Central railroads in proportion to the number of tracks of each road crossing these streets; that the expense of constructing a subway at Saxton street should be jointly borne by the New York Central and Hudson River and the Buffalo, Rochester and Pittsburg railroad companies in the proportion of the respective tracks of each across the street. That the expense incident to the change in Tonawanda street, Maple street and the opening and extension of Saxton street to Brown street, should be borne jointly by the two railroad companies and the city of Rochester in such proportion as they agree among themselves. If they cannot agree the board, upon request, would be willing to act as arbitrator.

The Post-Express.
ROCHESTER, THURSDAY, APRIL 24.

A START MADE.

Investigation of the City Clerkship to Commence Next Monday.

Alderman Kelly, Chairman, and Alderman McMillan, of the finance committee accompanied John Bower to the city clerk's office this morning and it was agreed that the latter should commence the investigation of the city clerk's office next Monday. Alderman Kelly requested City Clerk Sheridan to give Mr. Bower access to all the books and papers in the office and to assist him to facilitate the work of investigation. Mr. Sheridan replied that he would gladly comply with this request.

Mr. Bower is at present busy with the preparation of Rochester statistics for the census and will submit a report to the chamber of commerce this week.

Mr. Bower says he will examine the accounts of the overseer of the poor when he concludes the city clerkship investigation.

Mr. Bower explains that the reason he has not proceeded with the city clerk's investigation sooner is that he was waiting the appointment of the new finance committee of the common council.

WATER SUPPLY BILL.

Its Passage Confidently Predicted—What Alderman Kelly Says.

Alderman Kelly returned from Albany this morning. He is hopeful of the passage of the water supply bill and says that Senator McNaughton and Assemblyman Courtney are confident of this result. The bill has already been reported in the assembly. It is expected that the legislature will not adjourn before May 8th and Rochester's representatives at Albany expect that the bill will be passed before that time. President Ross, of the chamber of commerce, has telegraphed to Senator McNaughton, stating his willingness to come to Albany if it is necessary, to assist in the passage of the bill.

The alderman says the charter amendments have passed the senate, and Assemblyman Courtney says they will probably go through the assembly.

The senate committee on cities will give a hearing on the water supply bill to-morrow afternoon it having been asked for by Senator Van Gorder, who wants to give the Livingston county objectors a chance to be heard.

Did Not Go to Albany.

President Ross and Secretary McClintock of the Chamber of Commerce yesterday telegraphed Senator McNaughton that according to resolutions of the trustees they would go to Albany if their presence was deemed necessary to the success of the water supply bill, at the committee hearing to-day. The Senator replied that it would be unnecessary for them to appear before the committee, the resolutions of the trustees having been received. This is the reason why Messrs. Ross and McClintock are not in attendance at the committee meeting in Albany.

ROCHESTER MORNING HERALD
APRIL [illegible], 1890.

VARIOUS VIEWS

ON THE SUBJECT OF A WATER SUPPLY.

Hearing before the Senate Cities Committee—Senator Van Gorder Argues for the Millers — McNaughton Replies.

Special dispatch to the Morning Herald.

ALBANY, April 24.—This afternoon the senate committee on cities gave a hearing on the Rochester water bill. There were present W. R. Hunt of Honeoye Falls, S. B. Roby of Rochester and Henry J. Sullivan of the city attorney's office.

Senator VanGorder wanted the bill amended to please his constituents, by the insertion of an additional section providing that "nothing in this act shall be construed as allowing the city of Rochester to take any water from Hemlock or Canadice lakes."

Senator McNaughton objected because the amendment would confine the search for water, and it was proposed to get it wherever it seemed best. Senator VanGorder said he feared the result, and he asked that section 2 read as follows:

The city of Rochester in consideration of the privilege of taking fifteen million gallons of water daily from Hemlock and Canadice lakes, shall within one year from the date of the passage of this act, acquire title to [by condemnation proceedings or otherwise] and pay for all the mill property and water privileges on the outlet of Hemlock lake, including lands, buildings, machinery and all other appurtenances thereto belonging, except the property at the village of Hemlock known as the Hoppough mill property.

W. R. Hunt wanted the words "public use of the city of Rochester" inserted, because the Hemlock water should not be used for any other purpose, especially if the water rights had been condemned. The surplus belonged to the mills, and no more than the nine million gallons daily now taken should be taken.

Senator McNaughton made the assertion that the owners must be paid first. It would take eight years to settle in the courts. The time of purchase should be limited to one year. The proposed 15,000,000 gallons daily would take 4,000,000 from the storage. The $175,000 the mill property is worth should be paid to the owners.

H. J. Sullivan said the act only gave the city authority to issue bonds. Now it is in danger of a water famine. The old trouble of 1876 would not be repeated, for the rights of all would be respected.

S. B. Roby said that if economy was used Rochester had enough water now. The people should vote upon the plan, and lake Ontario was the source to be drawn upon.

The senate to-day took up Senator McNaughton's Myers ballot booth bill, and Senator Hendricks proposed an amendment so that the electors of any town should be required to pass upon the plan before it was used, instead of allowing the town board to do so. The amendment caused so much discussion that the bill was laid aside temporarily.

Among those who were in the assembly chamber to-day were William C. Page of Mumford, supervisor of Wheatland; William Keyes of Scottsville, and John Cunneen and Mr. Moore of Albion.

ROCHESTER MORNING HERALD

SYPHONS AND—PUMPS.

Henry B. Williams, an inventor and hydraulic engineer, has suggested that the water of Hemlock lake can be syphoned over the hill at Livonia, the short leg of the syphon running to the lake and the long leg to Rush reservoir. He proposes to have several valves in the pipe between the lake and the summit that will open inward so as to permit the water to flow towards the reservoir but not to return; also a cut-off valve on the long leg of the syphon. Of course a pump will be necessary to start the syphon working, and it doesn't yet appear clear that one will not be necessary to keep it working. The facility with which Engineer Tubbs accepts this suggestion, according to report, creates the impression that he would be very thankful for any scheme that would let him gracefully out of his grand pumping scheme. But we are somewhat suspicious of that proposed little pump in the syphon proposition. It is possible it may grow to be a big pump or even several big pumps in a few years if the city permits it to be planted.

It is a most extraordinary thing that the proposed additional Hemlock water supply must be tortured and coaxed by pumps and syphons into running over a hill ninety-seven feet high when by going around the same hill it will follow its natural inclination in obedience to the universal law of gravity. As a novel experiment in hydraulics the syphon proposition would be interesting, but before considering it seriously the city would be wise in obtaining the opinion of Messrs. Fteley and Fanning regarding it.

April 26th/90.

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AN EYE FOR THE MAIN CHANCE.

There is a heap of human nature in the Honeoye millers, and the indefatigable vigor with which they air their alleged grievances against the city of Rochester must commend itself to every lover of thrift and commercial enterprise. If their statements are to be accepted, the great milling industries of the country would have been centered on the outlet of Hemlock Lake had not Rochester tapped that source for its water supply, and since then every local calamity, from drouth to the accidents of childhood, has been attributed to the conduit which has diminished the head of water in Hemlock lake. The millers have already recovered a respectable sum of money for damages supposed to have been sustained, but they are evidently under the impression that the supply of golden eggs in the goose is not yet exhausted.

Through their legislative representatives at Albany these industrious millers are sturdily laboring to defeat the passage of Rochester's water supply enabling act, but we strongly suspect that its death would be regarded by them as an unmitigated misfortune. It looks very much as if they were taking measures which may eventually enable them to drive a sharp bargain with the city in the sale of their lands, and this impression is confirmed by a resolution offered by the senator from Wyoming county, which provided that within one year after acquiring the right to the 15,000,000 gallons of water daily from Hemlock and Canadice lakes, the city should buy out all the mill owners on the outlet. This would undoubtedly be an excellent arrangement for the millers, better than anything that could possibly come to them through the channels of their legitimate business, but it would be pretty expensive for the city. These gentlemen undoubtedly know that under the enabling act now pending they are protected by the courts and that full damages must be paid for all damages suffered, but they hope to make the conditions a little more stringent on the principle

"That they should take who have the power,
And they should keep who can."

It is not a very artful scheme, nor is there much likelihood that it will be success-[illegible] It [illegible] ever the water [illegible] discussed the Honeoye millers must be heard, but the days of their martyrdom are over and there is a shrewd suspicion that they have proved the one exception to the old idea that

"The mill cannot grind with the water that is passed."

The less the water the better the Honeoye mills grind.

BUILD UP AMERICAN SHIPPING.

The plan on which England builds up her merchant marine, and at the same time provides for the possible needs of her naval service, is truthfully and concisely stated by the Boston *Journal* as follows:

The new White Star liner Majestic, which is looked to to rival the City of Paris as a record breaker, is, like the older ship, on the British admiralty list, and draws an annual subvention from the British treasury, aside from what she earns by carrying the mails. The exact amount of this subsidy has not yet been stated, but it is probably not far from $50,000, which would give the vessel's owners about two and one-half or three per cent. a year on their investment. This is the sum which is paid the owners of the City of New York and City of Paris. The Majestic, like her sister ship, the Teutonic, is fitted with platforms, etc., to carry twelve six-inch rapid-fire guns, or an armament equal to that of the new American cruiser Philadelphia. The gun-mounts of the Majestic were put into the ship when she was built, the cost being borne by the British admiralty. For a sum much less than it would cost to maintain such a vessel in commission Great Britain by this arrangement secures the services of a first-class cruiser, while the White Star line is protected to the extent of the two and one-half or three per cent. subsidy against American and other foreign competition.

It is strange that there should be in this country any opponents of the subsidy system. Its workings in England have passed beyond the experimental stage, and have demonstrated its admirable adaptation to the purposes for which it was designed. Yet the Democrats fight it tooth and nail, apparently with no other object than to crush every obstacle to free trade. Anything that threatens to discredit their "tariff reform" theories is an object of such hatred that it must be beaten back, even at the expense of the country's welfare. But subsidies must come. The United States can not afford longer to occupy an insignificant position on the high seas and suffer from the absence of its flag in foreign ports, when the means for bringing it into prominence and reaping the consequent rewards are at hand and ready for adoption whenever Congress gives the word.

TO SYPHON THE WATER.

A Compromise Between the Pumping and Gravity Systems.

A third scheme has been suggested for getting water from Hemlock Lake to Rochester; namely, to syphon it around the hill which Mr. Tubbs proposed to pump it over.

Henry B. Williams, of No. 149 State street, a hydraulic engineer and inventor, is the author of the idea, which Chief Engineer Tubbs approves in the strongest terms. Mr. Williams says there would be no mechanical difficulty in carrying out the scheme and that it appears to him to be a solution of the vexed question.

Mr. Williams's plan of expelling the air from the conduit and thus overcoming the difficulty experienced in forming a perfect vacuum, is the principal feature of his scheme. To accomplish this he would provide the short leg of the syphon, between the lake and highest point of ascent, with automatic valves which would admit water from the lake but prevent it from flowing back. These valves would divide that part of the conduit into several sections, each independent of the other, so that if one broke or needed repair the water would be held in the others while the work of repairing was going on. On the long leg of the syphon he would set an ordinary cut off valve at a point as far as possible below the source of the water. This valve would be shut, and by means of a small pumping engine at the lake he would fill the conduit from the lake to the cut-off valve in the long leg of the syphon, an automatic valve in the mouth of the short leg holding the water from running out there. The air in the conduit would escape at the highest point in the pipe, and when it was filled with water the valve in the long leg would be opened and the syphon set to working, the automatic valves in the short leg opening of themselves to let the water flow from the lake.

The new plan, it is claimed, is an improvement over the others. A great saving in the cost of construction is one of them. Much less pipe would be required, and by being able follow the irregularities in the land between the lake and reservoir, a great deal of labor would be saved. Any desired flow of water could be secured, from an inch stream to one the full size of the pipe.

Mr. Williams has also suggested the plan of keeping Hemlock lake at the same level at all times by regulating the flow from Canadice lake. If the water is allowed to get very low the vegetable matter exposed decomposes and when the usual level is regained this matter floats off and is carried to the consumers and is liable to produce very disastrous results.

INCREASING CITY EXPENSES.

The office of the city surveyor has a large number of employes drawing regular salaries, but on Tuesday evening the surveyor asked the Common Council for additional help to make tracings of a city map for the use of the surveyor's office. By resolution of the Council the surveyor was authorized to employ a draughtsman at three dollars a day "from time to time," which means a very indefinite time. Such a resolution ought to be killed by the mayor. The work should be done by the present employes, or the [illegible] of the employment of another draughtsman should be definite.

If Mayor Carroll does not use the veto vigorously the expense of the city government will increase with startling rapidity under his administration. The proposed increase of the police force means a heavy and unnecessary increase of expenditure at one stroke.

THAT GRADE CROSSING.

A Meeting of Citizens Held Last Night—Other Railway Gossip.

The report of the railway commissioners in reference to the grade crossings in the western part of the city has created a good deal of dissatisfaction. The disagreement is about the Brown street crossing. One party favors a grade crossing. The other demands an overhead crossing. The reasons for each position were stated last night at a public meeting at SS. Peter and Paul's Hall. About thirty-five men were present. No decided action was taken.

Rudolph Vay presided and City Assessor Jacob Gerling acted as secretary. Mayor Carroll sat at the left of the chairman. Alderman Shelter was also present.

Rev. Father Sinclair explained the object of the meeting. Frank Horn, chairman of the standing committee, did not favor an elevated crossing at Brown street. It would injure adjacent property. He did not want a "hole" in Brown street. He favored the King street elevation and the plans proposed.

Mayor Carroll said the times demanded that railways should go either above or below grade, especially in growing cities like Rochester. He was not sure whether the report of the commissioners had been presented to the Common Council. Alderman Shelter said the Council had not acted on the report. The mayor suggested that the report be referred back to the standing committee with the comment that it was not satisfactory. The railway commission might then be asked to reconsider.

Jacob Gerling thought the tracks should be elevated at Brown street. If it damaged adjacent property the railway companies should pay for it.

"It's all nonsense," said he, "to elevate the tracks at King street and to have a grade crossing at Brown street, as Mr. Horn suggests." He thought a proper grade crossing was necessary.

Alderman Shelter asked that no action be taken at the meeting. He thought more consideration was necessary.

Rudolph Vay said the people seemed not to know their own minds. He was thoroughly opposed to the railway commissioners' report. It was a "botched up" affair, and would bring about a worse state of affairs on King street. The trouble was that people were not united. "Unless prudence and caution is used," said he, "we shall make of ourselves a laughing stock in this city and at Albany." Mr. Vay was in favor of a good elevation or none. He thought Maple street crossing was the most dangerous spot in the city.

Mayor Carroll said the only thing which he saw to be done was to disagree with the report of the commissioners. The railway company should never be allowed to go ahead according to the plan proposed by the report.

Mr. Horn and Mr. Gerling followed each other several times, explaining their remarks and answering each other. The argument at times grew quite warm. Rev. Father Sinclair thought the whole matter should be left to the standing committee. The matter was settled in this way by general consent. After tendering the mayor, Alderman Shelter and the reporter a vote of thanks the meeting adjourned subject to the call of the citizens' committee.

NOTES.

—The Glen Haven & Bay railway will run trains to-morrow.

—The Central-Hudson will run Sunday trains to Charlotte to-morrow.

—E. J. Ralph, agent of the Buffalo, Rochester & Pittsburg at Buffalo, has been appointed contracting freight agent of the line.

—The Bay Railway Company is having tennis, croquet and base ball grounds laid out at the bayside by Landscape Architect Webster.

—Windsor Beach, Seneca Park, Rifle Range and Charlotte can be reached to-morrow by trains on the Rome, Watertown & Ogdensburg.

—Clarence S. Smith, cashier of the Buffalo, Rochester & Pittsburg in this city, has been appointed agent at Buffalo, in place of E. J. Ralph, promoted.

—D. Lundergen, agent of the Buffalo, Rochester & Pittsburg at Bradford, Pa., has been appointed contracting agent of the line south of Bradford.

—All trains on the Rome, Watertown & Ogdensburg now stop at Seneca Park. A platform has been erected there. One of the finest views on the river can be obtained from the new park.

—Rates on coal have been advanced by the Erie and Western New York and Pennsylvania to $1.10 to Buffalo and 1.25 to this city. The Buffalo, Rochester & Pittsburg will probably meet these figures, although it has not yet advanced its rates.

—Adrian Iselin, Sr., resigned and A. G. Yates was elected president of the Buffalo, Rochester & Pittsburg at a meeting in New York Thursday. The new management intends to concentrate its business and one of the first moves will be to close the Rochester & Pittsburg coal and iron company's office in Buffalo. The business of that office will be done at the office of Bell, Lewis & Yates.

—The commissioners, consisting of Chief Engineer Buckholz of the Erie, Chief Engineer Robert Wilson of the Northern Central, and Joseph S. Hunn, appointed to determine the manner in which the Lincoln Park & Charlotte railway shall cross the track of the Rome, Watertown & Ogdensburg at Charlotte, met yesterday afternoon at the reference rooms in the Ellwanger & Barry Building and took testimony of several railway men and experts. The commissioners have not yet handed down their decision.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., ... 1890.

FACTS ABOUT ROCHESTER.

Carefully Prepared for the Census by John Bower.

Statistics in regard to Rochester, prepared by John Bower for the Chamber of Commerce's report to the United States census, are on file at the rooms of the Chamber. These statistics are collected from various documents and annual reports of city officials and include much that is original. For instance, under the head of "Fishing," the following names are given as "the best posted men in the county" on this subject: Jonathan Mason, Spencerport; M. A. Green, Mumford; W. H. Bowman, Rochester; C. K. Green, Rochester; B. C. McFarlin, Charlotte. During the past year one tug was employed in fishing at Charlotte, and there were twenty men "who fished" in the lake, bay and ponds in this vicinity. The kinds of fish caught were bloaters, pickerel, bull-heads, perch, a few white fish, sun fish, rock bass, black gills, Oswego bass, black bass, suckers and mullets.

The above instance will give some idea, perhaps, of the thorough manner in which Mr. Bower has done his work. Every other subject, about which the census authorities made inquiries, was handled with equal thoroughness, from the most important down to the minor details.

In speaking of the topography and altitude Mr. Bower states that the city is built at an elevation above the sea level of 619.77 feet at the highest point and 419.79 at the lowest. The soil is gravel and sandy loam, with Niagara limestone underlying. The opinion of Capt. Palfrey expressed in 1887 is quoted in which he says Charlotte as the lake port of Rochester, has wider railroad connection than any other point on the lake besides having direct connections with the principal mining regions of bituminous coal.

A table shows that the value of real estate in the city has increased since 1880 from $34,408,725 to $82,805,625; personal property from $1,432,144 in 1880 to $5,392,150 in 1889. The tax levy was $814,558 in 1880 and $1,390,000 in 1889. The rate of taxation per thousand in 1880 was $23.86 and in 1889 it had decreased to $15.92. This tax rate is only compiled on a basis of fourteen wards, in explaining which, Mr. Bower says: "Rochester is divided into sixteen wards, fourteen of which are designated as the 'old wards' and two as the 'new wards,' the latter having been annexed some years ago, and on being annexed certain terms were agreed upon, under which the taxes of the new wards are less than those of the old ones; but the difference has been growing less and less, so that last year, for example, in case the rate of taxation for the new wards had been the same as those of the old ones, the difference would only show an excess of $14,108 on a valuation of $[illegible],275,480." (10,275,480)

Under the head of public buildings and property was given a table with the water works estimated at $4,800,000; public schools, $600,000 and grounds $150,000. The Free Academy building is valued at $100,000 in addition to the estimate given above of the other school buildings. The City Hall is valued at $360,000 and the city bridges at the same amount. The total valuation of public property is $6,810,000.

The interest paid on the city bonded debt in 1880 was $322,590; last year, $108,432; total for past ten years, $2,293,629. In 1880 the amount paid for the water works deficit was $218,537; last year, $21,440; total for the last ten years, $1,280,697.

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ROCHESTER MO[RNING HERALD]

CHANGE OF BASE.

THE WATER WARRIORS ARE WITH US AGAIN.

Scene of the Conflict Transferred From Albany to the Council Chamber—A Curious Charter Amendment—Its Effect.

With the failure of the assembly to pass an enabling act, most people supposed that the plan for an additional water supply was dead until another year. The discovery has been made, however, that there is a section among the new charter amendments which may allow the common council to provide for the bonding of the city for new water works. It is an amendment to section 81 of the charter and is among the amendments now awaiting the approval of the governor. It reads as follows:

In case the common council shall order the whole, or any part of the expense of any improvement or public work, or the amount of any proper municipal expenditure or liability, to be paid out of the public treasury of the city, and not by local assessment or otherwise, and the amount in the treasury, or already levied by general tax, shall not be sufficient for the purpose, the common council may borrow, upon the credit of the city, the necessary amount, and the same shall be raised in, and paid out of, the next general tax levy; *except that in order to pay the same, or any part thereof, the common council may at its election cause to be issued the bonds of the city maturing in not more than 10 years from their date, and bearing such rate of interest as may be found necessary to effect a sale thereof, at not less than the par value of such bond, or said common council may direct the [illegible] obligation of the city [illegible] however [illegible] year [illegible] herein before* contained shall in any wise affect the right of the city to issue bonds under any of the other sections of this act or any other statute.

City Attorney Ernst, when asked for his opinion regarding the council's powers under this amendment, made the following statement:

I know of no reason why section 81 of the city charter as recently amended does not confer upon the common council the power to do all that the defeated enabling act would have permitted that body to do in contemplation of our additional water supply, except that under the amended sections all bonds issued must be made redeemable at the expiration of ten years from the date of issue. The defeated bill provided that the term of the bonds should not exceed twenty years. With this exception the charter would seem to give the common council even greater freedom and discretion than the act would have conferred, for no sinking fund is required under the charter while the enabling act, in conformity with section 11 of article 8 of the constitution, contained a provision for raising annually a sum which would produce an amount equal to the sum of the principal and interest of the bonds at their maturity.

The city attorney is also reported to have said that he did not know how the provision came to be in the proposed charter amendment, as it was drawn up before his incumbency of the office. It is said that the section relating to bonding was first prepared about three years ago at the suggestion of Alderman Selye, now the foremost opponent of the water supply project. It was probably to facilitate local improvements that the amendment was suggested by the alderman from the Ninth. He now takes the view that there is a provision in the constitution against a water debt being contracted by a municipality without a provision being made in the bonding act for a sinking fund, which at the end of the term for which the water works bonds are issued shall equal the amount of such bonds. In his opinion, in order to comply with this law a sinking fund of $150,000 would have to be created, which, added to $45,000, the interest at 3 per cent. on $1,500,000 would make an addition to the tax levy of $195,000 for the first year.

The constitutional provision referred to by Alderman Selye is a part of section 2, article 8. This section is the one prohibiting any city of over 100,000 inhabitants from incurring indebtedness to an amount exceeding 10 per cent. of the assessed valuation of the real estate of such city subject to taxation. This prohibition is followed by a clause which reads:

Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds shall not exceed 20 years, and a sinking fund shall be created on the issue of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity.

There seems to be grave doubts whether the council can bond the city as apparently authorized by the new amendment without creating a sinking fund in accordance with the section just quoted. It is well also to remember that the governor has not yet signed the charter amendment act.

The attitude of the chamber of commerce will, of course, be a matter of considerable interest in view of the charter amendment. The regular monthly meeting of the association will take place this evening and it is very possible that the water question may be discussed. Secretary J. Y. McClintock said to a HERALD reporter who called upon him last evening: "This amendment apparently gives the council power to issue bonds for the new conduit but I am in favor of securing the very best legal advice before anything is done. No other course would be thought of were this the affair of a private corporation. We should first determine what we can do under the law and then determine what we will do. In regard to the sinking fund question it seems to be settled that Rochester will not by this water debt exceed the limit of indebtedness provided by the constitution. I assume, therefore, that the sinking fund provided for in the second clause of that same section of the constitution is not required under the existing conditions. The present laws limit the uses of the income of the water-works to the expense of constructing the works, extending them and paying the debt incurred for them. The income from the water works can therefore, it seems to me, be used to help pay for the new conduit. There will be quite an increase in water receipts this year on account of the increase in rates. This sinking fund question, like the other, should be referred to competent lawyers to decide."

Chief Engineer J. Nelson Tubbs talked freely to a reporter concerning the water question. He said, in answer to various inquiries: "This matter was first called to my attention on Friday. I have not bestowed much thought on the subject and am not a lawyer but it seems as if this charter amendment covers the case and as if the common council could issue the bonds. I do not think this sinking fund matter amounts to much any way. These bonds must be paid in 10 years. The council must, it seems to me, make some provision for them, either by a sinking fund or something equivalent. The bonds need not be issued all at once, however. The council can issue a portion of the bonds so as to get the work started. These would be 10-year bonds and the legislature at it next session could provide for the rest and make their term 20 years. I think $250,000 would carry the work along until the next legislature meets. The sinking fund, as I understand it, must be raised by taxation [illegible] from the water receipts, which would amount practically to the same thing. But, if only $250,000 worth of bonds were issued the first year, I think the additional amount to [illegible] issuing only a few of the bonds taxation would thus be reduced."

"If the council takes up the question now, I suppose the old fight will go on, will it not, Mr. Tubbs?" said the reporter.

"I suppose it will have to be fought out," was the reply. "There will be a party which will want to go to lake Ontario for our water and will ask that borings be made out in the lake and the cost of constructing the tunnel estimated. This would probably take three months and it would take a couple of months more to prepare specifications. Then, too, there are a number of questions to settle if the all gravity line is agreed upon, as for instance, the disposition of the quicksand. We could get to work quicker by my combined gravity and pumping system as the test-pits have been dug all along the line. About two months, however, would be taken up in preparing specifications before the contract could be let.

"Has the executive board any more power under this amendment than it would have had under the enabling act?" was the next question.

"I cannot see that it has," said Mr. Tubbs. "The power is all in the hands of the council. It can appropriate the money and provide that it shall be expended only in carrying out one system. The executive board could only choose a system if the council should appropriate money for a water supply and tell the executive board to go ahead and build a conduit."

"You and your friends have not given up all hope, I suppose, of the adoption of your plan?"

"I don't know as I have any friends," observed the engineer. "I have told the people of Rochester what I thought was the best and cheapest way to get water from Hemlock lake. I shall make no fight for its adoption. I have never tried to influence the aldermen and cannot say that one of them favors my plan. If the people want the all-gravity system they will have it. They foot the bill. But I shall stand by my plan until the decision is finally made. It would be unmanly for for me to do otherwise. The voice of the people has not yet been heard on this question. A little knot of men in the chamber of commerce has been heard. They are not the people. They have an imperfect knowledge of the subject. I have had seventeen or eighteen years of experience and I shall not cease to hold the opinion that my plan is the best for the people of Rochester."

4. May 12 /90

ROCHESTER MORNING HERALD

CAN THE CITY BOND FOR WATER?

The Rochester Union on Saturday discovered that the amendments to the city charter contained a clause that, in its judgment, would authorize this city to bond itself for an additional water supply without procuring from the legislature a special enabling act for that purpose. The text of the section, or so much of it as refers specifically to the matter under consideration, will be found in an article on the subject on another page.

This amendment provides that the common council may borrow upon the credit of the city the necessary amount of money to pay for any improvement or public work, by issuing bonds maturing in not more than ten years from their date, and bearing such rate of interest as may be found necessary to effect a sale thereof, at not less than the par value of any such bond.

On its face it would appear that this amendment immediately opens the way for the council to authorize the issuing of bonds for the proposed new conduit. But Article eight, section eleven of the state constitution provides that no city containing a population of over 100,000 people may incur indebtedness to an amount exceeding ten per cent. of the valuation of its real estate, except in two cases, as follows:

This section shall not be construed to prevent the issuing of certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes for amounts actually contained, or to be contained in the taxes for the year when such certificates or revenue bonds are issued and payable out of such taxes. Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds issued to provide for the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity.

The above passage we recently quoted in an article showing that even with the $1,500,000 proposed to be spent upon the water works the indebtedness of this city would not exceed the constitutional limit. But the application of it to the present question [illegible] evident necessity of providing a sinking fund which should at the expiration of the life of the bonds amount to the aggregate of the principal and interest of the debts incurred. Under the amendment the longest time allowed for the bonds is ten years, a period so brief that the amount that would have to be added, to the annual tax levy to provide for the sinking fund would be regarded as burdensome to our citizens. To evade this difficulty, it is suggested that it would not be necessary to issue all of the bonds this year—that, according to Chief Engineer Tubbs' estimate given in an interview on another page of the HERALD this morning, $250,000 would carry the work along until the next legislature assembled, when an enabling act extending the time limit to twenty instead of ten years, could be passed when the remainder of the bonds for $1,250,000 could be issued and have twenty years to run, thus lightening the burden imposed by the constitutional provision for a sinking fund. Regarding this plan it should be said that recent experience shows that it is not so easy to get an enabling act providing for the bonding of this city to secure more water from Hemlock, Canadice and Conesus lakes, through the legislature. The city now has to take account of a hostile sentiment in the first assembly district of Monroe, and in other neighboring districts, which appeared to be strong enough at Albany to defeat the recent enabling act; and it is not improbable that we would find, after we got started with our new conduit scheme that we had no power except under the amended charter to bond the city.

If the construction placed upon the amendment proves to be sound the council has practically unlimited powers, even as against the ten per cent. limitation in the constitution, in the matter of bonding the city for water works. It would be restrained only by the force of public sentiment, and that is not always as efficient as honest citizens would be glad to have it. The impression prevails that the executive board which, under the amendment clause, would doubtless have the choice of systems in laying the new conduit, favors the pumping scheme. But, of course, that body can do nothing in the matter unless the council will authorize the indebtedness; so that, assuming that the amended charter bears upon this question at all, the common council holds the key to the situation and must shoulder the responsibility. This again brings up the old issue of pumping *versus* all gravity, taking it for granted that the additional water will be brought from the lakes south of Rochester. It is unnecessary for us at this time to go over the old ground again, but we may say that outside of a very small circle under the immediate inspiration and control of the chief engineer the pumping system has no known friends and supporters. The council would have to antagonize the clearly and emphatically expressed sentiment of the public to show any favor to that scheme.

Elmira Telegram May 11/90

'TIS A GREAT BIG SCHEME,

WHICH GIVES THE CENTRAL-HUDSON A BLACK EYE.

The Coal Docks on the Lower Genesee—Bell, Lewis & Yates Masters of the Bituminous and Anthracite Coal, Lake Ontario, Output—Inducements to Have the Government Claim the Big Marsh and Dredge It.

ROCHESTER, N. Y., May 10.—The appearances are very much in favor of the supposition that by the transfer of the Buffalo, Rochester and Pittsburg railway and Rochester and Pittsburg Coal and Iron company to Bell, Lewis & Yates, of this city, the Central-Hudson company has received or is to receive a very black eye in the matter of transportation of both bituminous and anthracite coal. The lake output of coal has all been over the Charlotte branch of the Central-Hudson through the A. G. Yates docks. The anthracite has transportation over the Central-Hudson from Lyons, making quite a haul. The old Roberts docks on the river were purchased by the Rochester and Lincoln Park Railroad company, and are included in the purchase of Bell, Lewis & Yates. The water front at this point is good, forty feet depth of water, and more accessible than the docks of A. G. Yates, farther down the river, but it is hardly to be supposed that such a costly [illegible] plant [illegible] reasonable [illegible] this plant and the Roberts docks will be run in conjunction. To do this it will be necessary to trestle the large marsh between the two points. This would give the new company a water front of three miles and provide one of the largest coal stations in this country.

IN CASE THIS IS DONE

then the transportation of coal over the Central-Hudson would be at an end. By connections with the Delaware, Lackawanna and Western and the Lehigh Valley a few miles south of the city, the new company would get its shipments of anthracite coal, giving it a longer haul over its own road, where at present it has not a half a mile of haul. As before remarked, if their arrangements are carried out the Central-Hudson would get a very black eye. It looks very much like these arrangements being immediately carried out. It is rumored that parties are trying to induce the government to dredge the marsh above spoken of, the one between the two coal docks, and make a grand land-locked anchorage for vessels. It would make a splendid harbor. This would shut off trestleing the marsh for the railroad tracks, but there are grave doubts about the government owning this marsh. If it does, then it owns every bay on from the lake to the lower landing within the city limits. It looks as though there was going to be an interesting fight over the matter. If the Bell, Lewis & Yates company is beaten in the matter they will have the Roberts docks to fall back on, and the Central-Hudson will be no better off. The storage grounds at the Roberts docks are immensely larger than at the Bell, Lewis & Yates docks, and being on a high bluff are more advantageous for the shipping of coal. The Rochester and Lincoln park road has received permission from the government to dock the river side along their property for a distance of 600 feet. A track has already been built onto the marsh for miscellaneous freightsng purposes. When Smith & Roberts were in the hey dey of the cove business, it was a common occurrence for them to put 500 tons of coal upon a vessel in an hour and a quarter, and loaded cars were taken from Barnard's crossing to the docks by the gravity system—and without the use of locomotives—they being used only to haul empty cars back to the main line.

EXPENSIVE ELECTIONS.

D & C April 27th/90

Hackneyed Water Supply Question.

Citizens of Rochester:

Propositions are now before us to undertake measures to increase our water supply and sewerage accommodations that will add to our public debt not less than $3,000,000 over that which now grinds us to the dust, and which has already driven into bankruptcy many poor and deserving people who have striven to make homes for themselves and their families.

Before 1878 those who had prejudice against well water collected the rain from their roofs into reservoirs and by filtering it obtained a purer and more wholesome water than that which we obtain from our suburban lakes and water-courses, the contamination of which will necessarily increase with the fertilization and drainage of the adjacent watersheds and the addition to the population residing on the same.

It is claimed that the rain water that can be collected from the coverings over our heads, with a proper system of storage, would prove sufficient for all domestic purposes, and in emergencies, such as in cases of conflagration could be made available for all ordinary purposes. In the the central business portions of the city there is now a Holly system which would probably be all needed without drawing upon the reservoirs of rain water that might accumulate in the adjacent buildings.

What has been said is not intended as an expression of opinion upon the relative merits of the systems for the increasing of the water for the city, whether by gravity alone or by gravity and pumping combined, but it is insisted that by a not too lavish use of Hemlock and Conesus Lake waters, and that by limiting their use by metering and by the use of local rain water where practicable, the occasion for an additional supply could be obviated for the next ten or fifteen years, and our taxpayers would be saved from the increased burden for that time.

Another question which does not seem to have been duly considered is that of the available supply from the sources mentioned assuming that the city should increase in population in the next thirty years as rapidly as in the last period of the same time. It is believed that to obtain a copious supply of water for the city for the next thirty years from the only available sources south of us, viz.: Hemlock, Canadice and Conesus lakes, it would be necessary to throw dams across their outlets to increase their storage capacities, and this would lead to the overflow of large areas of land at the heads and along the shores of these lakes. Some of these lands are held at a high price and the city would be compelled to pay the damage, to say nothing about the uncertain amount that the owners of water powers along the outlet streams from the lakes named would be awarded for the diminished values of their rights and of the property connected therewith. Would it not be well, therefore, to inquire if an inexhaustible supply of water nearly if not quite as pure as that which we call "Hemlock water," cannot be obtained from a nearer source and at less ultimate cost than that which would be involved by adopting either of the plans which have been recommended and which are dependent upon the variable amounts that can be furnished from the natural reservoirs [illegible] and liable to contamina-[illegible]

WANTED—A modern comfortable house suitable for a home, north of Erie canal and east of the canal. Address G. W., this office.

WANTED—House or flat with six rooms within 20 minutes walk of Four Corners, rent not to exceed $4. Address Flat, this office.

Post Express ... 15/90

THE B., R. AND P. DEAL.

Frederick A. Bell Explains the Negotiations for the Purchase.

The Buffalo *Courier* publishes the following interview with Frederick A. Bell, the senior member of the firm of Bell, Lewis & Yates, concerning the purchase by that firm of a controlling interest in the B., R. and P. R. R., as announced in yesterday's POST-EXPRESS:

The negotiations for the purchase of a controlling interest in the Buffalo, Rochester & Pittsburg railway and the Rochester & Pittsburg Coal and Iron company have been in progress during the past three months, and were so quietly conducted that none of the officials of the two companies had the slightest knowledge of the fact until last Saturday, the arrangement having been consummated on Thursday. A suspicion was excited on the stock exchange that day that something was going on from the fact that none of the stock was to be had under 40, though there had been no dealings in either the common or preferred stock for a long period, this being due to the failure to pay dividends. The negotiations were begun with no hope of result, but were perseveringly continued, with the result as you now understand it. Two other parties were interested with our firm, but we do not now care to say who they are.

When Mr. Iselin became president of the railroad company and our tonnage was withdrawn, in the war that followed he thought that he was fighting Bell, Lewis & Yates, but he learned that he had also crossed swords with the Pennsylvania and the Erie. The two companies could afford to drop several hundred thousand dollars to win, and Mr. Iselin found that he had engaged in an uphill fight.

Six years ago we tied up the Buffalo, Rochester and Pittsburg with a contract under which the road was to be built from Beech Tree to Dubois and thence to Punxsutawney, in consideration of which we were to handle all the company's coal tonnage and give a certain portion of our own. This contract, which was for five years, expired last May. In the preceding month of January we had decided to handle our own coal, and having arranged with the Pennsylvania and the Western New York and Pennsylvania for the building of the coal branch from Clermont to Johnsonburg, subsequently divided our tonnage between these two roads and the Erie. That arrangement has continued to the present time, resulting in a serious conflict and a species of competition that was not pleasant to either side.

This deal has been made because we want the control we have obtained and through which it is expected that conflicting interests in soft coal traffic will be secured. It was a matter of self-preservation to us. Mr. Iselin is well satisfied, and so are the Pennsylvania, the Erie, and the Western New York and Pennsylvania, to each of which we have agreed to give a certain amount of tonnage. Our object is simply to stop a conflict which has no money in it for any of the parties involved. Mr. Iselin still retains an interest in the common and preferred stock, as well as his large interest in the bonded indebtedness. Being in a position to dictate the policy of the railroad company, we will be able to control the soft coal traffic coming north and out of that region. There will probably be a division of tonnage or of territory, and we will be able to meet our competitors in the east on even terms. Better results are expected in all directions. It will be possible to advance coal freights to a paying figure, the coal will bring a better price, the local coal traffic of the various roads, especially in the matter of lumber and bark, will be carried at better rates, and the earning capacity of the railroads greatly increased. Another thing, all consumers of soft coal will be put on an equal footing and no man will get his fuel cheaper than his neighbor. The railroad consumers that have done all they could to foster this fight in order to get coal at a low figure will lose the vantage they have too long enjoyed.

What changes will follow? That is something we have not yet thought of. We do not take possession until the first of May, and until then nothing will be done with reference to a future policy of management. Next week we will elect our own directors, and A. G. Yates, the senior member of our firm, will be chosen president. So far as the operating of the railroad is concerned, the present officials will be continued for the time being and perhaps indefinitely. We have not yet fully decided who the new directors will be.

Shoemakers' Celeb[illegible]

U & A Ap 23/90

Water Supply.

Editor Union and Advertiser:

The opinion seems to prevail quite generally that it is less expensive to the city of Rochester to maintain its water works by the gravity system, taking the water from Hemlock lake than it would be to take it from Lake Ontario, thereby bringing into use the pumping system. In a matter of so much importance as this mere impressions should not be allowed to prevail, but actual facts should govern; is not this so? What are the facts? By referring to the annual report of the Executive Board for year ending April 1st, 1889, the following statement will be found:

WATER WORKS EXPENSES FOR YEAR ENDING APRIL 1, 1889.

Total operating expenses, about	$115,000

I give below some of the principal items of this expense:

Office expenses	$18,792 42
Barn expenses	3,015 63
Services and repairs (on the conduit principally)	25,861 94
Hemlock lake expenses	6,673 98
Conduit line expenses, again	3,174 49
Honeoye miller suits	230 00
Survey for new conduit (not stated by whom ordered)	2,729 76
Lands purchased at Hemlock lake	1,286 20
Hemlock lake sanitary protection	7,485 98
Distributing reservoir expenses	9,927 50
Pump house expenses	12,201 72
Water meter expenses	9,795 72
Sprinkling hydrant expenses	2,198 51
City telegraph line expenses	1,066 86
Water pipe extension expenses	8,021 67

The above figures show, that of the total amount of operating expenses, about $80,000 are chargeable to the conduit system, while only $12,201 were caused by the pump house. We have here an excellent opportunity of comparing the two systems. Have the citizens who are so eager to have the municipality bonded for $1,500,000 to $2,000,000 for another pipe to Hemlock Lake examined these figures? And if so, would it not be very gratifying to the taxpayers to know what they think about them? Is it not due to the taxpayers that the members of the Committee of the Chamber of Commerce, who have given so much thought and study to this matter, should give the public the benefit of their reflections on this branch of it, before there is a committal to the scheme for spending so much of the people's money?

S. B. ROBY.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

May 3rd /90.

ION IN ROCHESTER.
e Owl From the Roof of the Grand Stan

OUR CHAMBER OF COMMERCE.

A Few Fearless Words in Its Defense.

ROCHESTER, May 3.—"The Chamber of Commerce? It is not worth as much as the Mase dog law."

This is what we heard a citizen exclaim on the streets this week, and we take this opportunity to say that we do not agree with him on the subject. It is worth something. In the first place its membership compri es citizens who are not politicians who do not belong to any political rings, and never have any political axes to grind. Any one could see this by attending one of their banquets and looking over their sage-like faces. If they advocate a measure they do it from purely patriotic motives. They would scorn to help themselves in helping the public. They have a wonderful insight into the anairs of the city, and they save the Common Council much trouble. If any citizen wi-hes to have a measure passed he presents it to the Chamber of Commerce, and if it thinks it is proper it is forwarded to the Common Council with whatever amendments it thinks proper to affix. It is a grand thing for the Common Council to have a guardian. In fact, it has needed one for some time. The Chamber can also entertain distinguished visitors with a hospitality which causes them to believe that they are surrounded by the city fathers.

And then they are of so much consequence in Albany. It is said that their contemplated visit to Albany a short time ago so disconcerted Gov. Hill that he got Senator McNaughton to telegraph them that their wishes would be carried out without their presence. Then the judgment of a Chamber of Commerce is splendid on water works. It is thought the Roman aqueduct was planned and executed by a Chamber of Commerce. The Chamber's down hill irrigating process, with the aid of force pumps, will go down to future generations as one of the intellectual triumphs of the Flower City.

A few of our citizens have been so ungrateful as to intimate that if the Chamber of Commerce would advise someting practical it would be far better for the city than to advance so many non-essential ideas; for instance, if it could advise the Executive Board to let the cleaning of the streets by contract and save thousands of dollars by so doing, instead of drawing maps for damming the waters of the Genesee, it would elevate the organization in the eyes of the public. Republics are ungrateful and so are cities, and we trust that the honorable body will not heed these insinuations, but will go right on in their philanthropic work as unconcerned as if they were building air castles for their own amusement.

noon of each day of the meeting.

Herald 4/29/90

Charter Revision.

Alderman Selye's charter revision committee had a talk with a sub-committee of a similar committee from the chamber of commerce yesterday afternoon in the city clerk's office. Hon. H. S. Greenleaf, Ira L. Otis, Eugene T. Curtis and Aldermen Selye, Kelly and Fee were present. The subject was talked over in a general way, and it was decided to await the disposition of the charter amendment bill at Albany before meeting for the purpose of taking action. The chamber of commerce will be asked to continue its conference sub-committee, so that the latter can meet with the aldermanic committee at all of its meetings. The special charter revision committee of the chamber of commerce will meet at four o'clock this afternoon.

D & C May 13th

WHAT HAVE THE LAWYERS TO SAY?

It is possible that the new charter amendment will give the Common Council power to issue bonds for the construction of additional water supply facilities, but at present the question is involved in a maze of doubt, which will not be dispelled until an opinion can be obtained from the best legal authorities. It is an undisputed fact that this amendment was drawn originally with the view of meeting deficiencies in appropriations, and while in letter it may be made to comply with the demands of the present emergency, there is no doubt that its spirit would be sadly violated. Under ordinary circumstances we should say that the best thing to do with such an amendment would be to kill it. It is mischievous in its nature and confers powers upon the Common Council which are essentially dangerous to the interests of the community. But, if it can be used to tide us over a rough spot, until the Legislature meets again, it may be that the end would justify the means, although we should want pretty conclusive evidence of the legality of the act, before advocating the expedient.

At the best, the use of this newly discovered amendment would be a make-shift which might lead to grave complications before a properly worded enabling act could receive the signature of the Governor.

AY 11, 1890.

SHAME O[illegible]T FOR THE ACT

THE CHAMBER OF COMMERCE DEFEATS THE EXTRA WATER SUPPLY MEASURE.

The Lives and Property of 150,000 People Placed in Peril by the Cranks—Strangled By a Few Wise(?) Men of Rochester—The Execrations of the People Justly Their Due—When Will the People of Rochester Learn to Rule?

ROCHESTER, N.Y., May 10.—The cranks of the chamber of commerce, the architect, carpet store and Secretary Junta have accomplished their purpose and defeated the extra water supply measure. They have placed the 150,000 people of the city of Rochester in imminent peril of a water famine. Theirs is the glory and the shame. The people of Rochester will have a day of reckoning with them. Insisting

[WATER FAMINE, TEN CENTS FOR WHISKY, TWENTY-FIVE CENTS FOR WATER.]

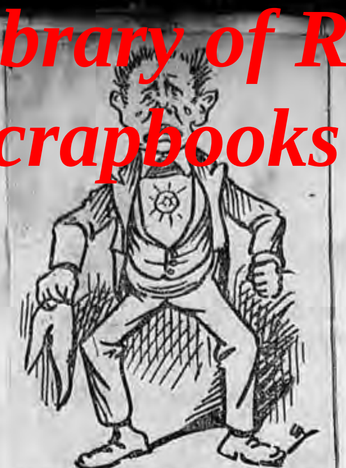
from the start on having their own way—a bill which provided for an all gravity plan, bonds to run fifty years—in clear violation of the statute law, they awakened outside opposition which sought to place the people of Rochester at the mercy of cormorants. When they saw the peril they apparently consepted to the bill being amended so as

[NO PUMP ON ALL GRAVITY WATER.]

to provide for twenty-year bonds and for the adoption of a system to be approved by the common council. When this was done, apparently in good faith, but secretly it was stabbing under the ribs, there was self-satisfaction expressed when the bill was in a shape on coming out of committee that one objection would send it back to its regular order—a position that would hardly be reached before the adjournment of the legislature. An all gravity bill was then progressed, but was loaded down with provisions that placed the city in an unpleasant position and compel it to pay tribute to every leech who asserted his rights to real or imaginary damages. This is not the first time these marplots, would-be reformers have jeopardized the interests of our citizens for a little vain glory—the satisfaction of seeing their names constantly paraded in print. It is high time that the people arose en-masse and stamped out forever these charlatans, and insisted

[PUTTING OUT FIRES DURING THE APPROACHING WATER FAMINE.]

that they, the real people, shall rule. The assemblyman from the first district of this county, Jones is his name, we believe, has the credit of being the tool of the men who have thus thwarted the wishes of the people of Rochester, and have placed their lives and property in peril. This result is in part the effect of the common council dilly-dallying with chamber of commerce committees when it should have taken a determined stand at the outset, and refused to even confer with unrepresentative men. When this summer the water supply is short the indignation of citizens toward the marplots will know no bounds. This crisis may also



[SECRETARY M'CLINTOCK WEEPS—ALL GRAVITY-WATER SUPPLY.]

determine the people to resort to Lake Ontario for a water supply, a costly resort, but it will be an unfailing source. The *Democrat and Chronicle*, editorially, asks what the common council will do in regard to the appeal of Secretary McClintock and J. G. Cutler, of the Junta, for directions to the members of the legislature from this county to aid the passage of the all-gravity bill with its robbing amendments. The common council should keep its hands off, and not assist in this measure to fleece our people. Let Messrs. McClintock and Cutler lie in the bed they made in their great wisdom, much greater they claimed than that of their fellow citizens.

D&C May 13th /90.

CHAMBER OF COMMERCE.

Business Transacted at the Meeting Held Last Evening.

The regular monthly meeting of the Chamber of Commerce held at its rooms last evening was largely attended. L. P. Ross, the president, occupied the chair. At the close of routine business, J. G. Cutler, of the special committee on water supply offered the following report:

MAY 12, 1890.

Rochester Chamber of Commerce:

GENTLEMEN: In compliance with a resolution of the Board of Trustees, your special committee on water supply has again brought to the attention of the Executive Board the matter of filling Rush reservoir, which we deem of importance and which Mr. Aldrich informs us is now receiving his personal attention. We are assured that it is practicable to fill the reservoir, but it will necessarily involve some inconvenience as well as some expense.

The reservoir has now about twelve feet of water and should contain about sixteen feet; the additional four feet, which we think should be secured as soon as can be done with due regard to all the rights and interests affected—would be about 20,000,000 of gallons and would be considerably more than two days' supply.

In view of the assurance given by Mr. Aldrich we should not recommend any formal action except for its possible effect in disposing the water consumers to submit patiently to whatever inconvenience may be incident to securing the storage of 20,000,000 of gallons additional. For this end only, then, your committee recommends the adoption of the following resolution:

Resolved, That in the opinion of the Chamber of Commerce the situation in regard to water supply renders the filling of Rush reservoir a matter of great importance, if not of absolute necessity, and one which should be undertaken without delay.

The report and resolutions were adopted.

A. S. Hamilton for the special committee on water supply reported that it had been decided by the committee and the board of trustees to ask the Chamber of Commerce to appoint a committee of five to co-operate with the Common Council in drawing up a new charter. He made a motion in accordance with the report.

Henry Lomb moved as a substitute for Mr. Hamilton's motion that the Common Council be requested to appoint a committee of five in each ward of the city composed of representatives of different interests, which committees should call meetings at which delegates should be elected to a convention of citizens at which a new charter should be formulated.

Mr. Lomb's motion was lost, and Mr. Hamilton's motion carried after discussion in which Messrs. Lomb, Hamilton, Henry C. Brewester and D. M. Anthony took part.

The following committee was appointed in accordance with the terms of Mr. Hamilton's motion: F. S. Upton, G. E. Mumford, H. S. Greenleaf, C. R. Parsons, J. E. Booth.

S. G. Curtice, for the committee on the question of the advisability of permitting electric cars to cross river bridges, reported progress and asked for further time, which was granted.

Sidney B. Roby brought up the pending water supply question by moving that the secretary be instructed to convey to the Governor the desire of the Chamber of Commerce that the charter amendment bill might be vetoed.

On motion of J. G. Cutler the motion was laid on the table.

The meeting then adjourned.

At a meeting of the Executive Committee held during the afternoon a letter from Congressman Charles S. Baker was read in which the writer stated that he had recommended for Chief Special Agent for Monroe county for the collection of statistics of manufactures for the eleventh census, J. Y. McClintock and as assistants, C. C. Brownell and Chauncey A. Runyan. The committee authorized Mr. McClintock to accept the appointment.

Herald May 13th /90

CHARTER MAKERS.

CHAMBER OF COMMERCE COMMITTEE NAMED.

It Will Act With the Aldermanic Committee—Providing Against a Water Famine—The Enabling Amendment.

It was quite late last evening before a quorum of the members of the chamber of commerce arrived, and the meeting was not called to order until half past eight o'clock. President L. P. Ross occupied the chair. After the reading of the secretary's minutes, J. G. Cutler presented the following report from the special committee on the water supply:

The Rochester chamber of commerce:

GENTLEMEN: In compliance with a resolution of the board of trustees, your special committee on water supply has again brought to the attention of the executive board the matter of filling Rush reservoir, which we deem of importance and which Mr. Aldridge informs us is now receiving his personal attention. We are assured that it is practicable to fill the reservoirs, but it will necessarily involve some inconvenience as well as some expense. The reservoir has now about twelve feet of water and should contain about sixteen feet; the additional four feet, which we think should be secured as soon as can be done, with due regard to all the rights and interests affected, would be about 20,000,000 of gallons and would be considerably more than two days' supply.

In view of the assurances given by Mr. Aldridge we should not recommend any formal action except for its possible effect in disposing the water consumers to submit patiently to whatever of inconvenience may be incident to securing the storage of 20,000,000 of gallons additional. For this end only, then, your committee recommends the adoption of the following resolution:

Resolved, That in the opinion of the chamber of commerce the situation with regard to water supply renders the filling of Rush reservoir a matter of great importance, if not of absolute necessity, and one which should be undertaken without delay.

Respectfully submitted,
WILLIAM H. GORSLINE,
WILLIAM S. KIMBALL,
CLINTON ROGERS,
JAMES G. CUTLER,
JAMES E. BOOTH.
Special committee on water supply.

In relation to the project of filling the reservoirs, one of the members of the committee gave a HERALD reporter the following figures: Depth of Rush reservoir when completely filled, 18 feet; capacity, 74,000,000 gallons; depth of Mount Hope reservoir when completely filled, 15 feet; capacity, 24,000,000 gallons.

The report was adopted and also the annexed resolution. A. S. Hamilton from the special committee on the revision of the charter reported that it had been decided by the committee and the trustees to ask the chamber to appoint a committee of five to co-operate with the common council committee. Mr. Hamilton therefore moved the appointment of a committee of five by the chair. S. B. Roby thought it looked as if Rochesterians did not know their own mind. One year they asked for a lot of charter amendments and the next for an entirely new charter. Mr. Hamilton said a charter was necessary that should not require amendment each year. F. J. Amsden seconded Mr. Hamilton's motion.

Captain Henry Lomb favored some plan by which the representatives of all interests should frame a new charter. He suggested that meetings be called in all the wards and delegates elected who should meet and frame a charter. The voters should, he thought, have some direct voice in drawing up the charter. He moved as a substitute for Mr. Hamilton's motion that the council be requested to appoint committees of five in each ward, representing the different interests, to call ward meetings to take steps for the election of delegates to a convention for the formation of a new charter.

Henry C. Brewster was of the opinion that there would be great danger of an improper convention being called together. He thought the movement proposed by Captain Lomb would antagonize the council. Captain Lomb said that he had intended to include an invitation to the council to join with the members of the convention in preparing a charter. Captain Lomb's substitute was voted down and Mr. Hamilton's motion was placed before the house. D. M. Anthony asked whether the joint committee would have public hearings. Mr. Hamilton said it had been suggested that three attorneys should be appointed as additional members of the joint committee. It was very possible that a charter might be drawn up and submitted to a convention as had been at first proposed. Mr. Hamilton's motion was adopted.

S. G. Curtice from the committee on the question of the advisability of permitting electric cars to cross the river bridges reported progress and asked for further time, which was granted.

S. B. Roby brought up the question of the charter amendment enabling the council to bond the city for great improvements like the new water conduit. He moved that the secretary communicate to the governor the desire of the chamber that the charter amendments shall not be signed by him. After some discussion the motion was laid on the table on motion of J. G. Cutler and the meeting adjourned.

President Ross appointed the following committee to co-operate with the special aldermanic committee on charter revision: Frank S. Upton, G. E. Mumford, H. S. Greenleaf, C. R. Parsons, J. E. Booth.

THAT DISCOVERY.

The Union, very properly, is much commended for discovering an enabling act that nestles in the bosom of the charter amendments just passed by the legislature, and answers all the purposes of a bill for an additional water supply which the up-country blackmailers succeeded in defeating.—Rochester Union.

In its article of Saturday the Union claimed to have that morning discovered the so-called "enabling act." But in the MORNING HERALD's interview with Chief Engineer Tubbs published yesterday Mr. Tubbs said: "This matter was first called to my attention on Friday."

We are disposed neither to question its original and independent discovery of the alleged "enabling act," nor to deprive the Union of any laurels that may now grace its majestic brow. It is possible—we may say probable—that, like America, the reputed "enabling act" had several independent, genuine, original discoverers, but it would seem that, like Columbus, the Union was the last and the luckiest, for it had a printing press at its command and promptly heralded the event to the world.

Like all great discoverers, the Union attributes vast importance to the fruit of its investigations. It "answers all the purposes of the bill for an additional water-supply," we are told. Possibly, but not certainly. That is still an unsettled question. When the sale of $1,500,000 worth of bonds is involved in the construction of a phrase the interpretation must be very clear and satisfactory or the city will not authorize and capitalists will not purchase the bonds. This may not prove to be as simple a matter as our neighbor, in the exuberance of its pride over the discovery, believes. We shall have to hear from the lawyers and perhaps even from the courts before the city issues its obligations under that section in the charter amendments.

Rochester Herald April 30th /90

DISPENSATION OF DOLLARS.

How It Was Made Last Year by the Executive Board.

Clerk Neville of the executive board is busy these days getting the matter together for the annual report of the board. A large number of the tables have already been prepared in the city surveyor's office. They contain much valuable information. For the municipal year of 1889-90 the total cost of local improvements was $523,172.79, as against $305,419,37 in 1888, $517,044.06 in 1887, and $193,116.47 in 1886. The cost of last year's improvements is divided as follows: Street improvements, $334,440.45; sewers, $158,042.16; sidewalks, $8,575.60; bridges, $18,398.50; miscellaneous, $3,716.08. The most costly sewer was the Goodman street outlet at $43,402.92, with the Lyell avenue and Saxton street outlet next at $37,911.04. The most expensive sidewalk laid on contract was the Portland cement one on College avenue, which cost $1,652.83. The longest sewer was the Lake avenue outlet, which has a length of 1,958 feet. The biggest sewer was the Spencer street tunnel, which is six feet square.

The totals for street cleaning, and repairing are divided among the wards as follows: First, $12,491.37; Second, $8,327.21; Third, $10,252.94; Fourth, $7,293.25; Fifth, $11,496.11; Sixth $5,302.21; Seventh, $7,042.49; Eighth, $7,353.37; Ninth, $8,283.86; Tenth, $5,488.44; Eleventh, $3,099.42; Twelfth, $6,156; Thirteenth, $6,576.58; Fourteenth, $5,402.45; Fifteenth, $3,434.63; Sixteenth, $11,517.10; total, $119,517.43.

The pamphlet will contain a report from George W. Rafter and Dr. Mallory in relation to the bacterial conditions of the well water at Springwater accompanied by a report of Dr. Ernst of Boston. The whole history of the typhoid fever epidemic at Springwater last fall will be gone over, and these papers will be illustrated by maps and plates.

About the Water Bill.

In view of the reported danger of the failure of the water bill, Secretary McClintock of the chamber of commerce yesterday wrote to Senator McNaughton asking the senator to inform him if any action of the chamber, in the way of sending a delegation or by writing communications, would assist in the passage of the bill. There seems to be considerable danger that Senator Van Gorder and Assemblymen Davis and Jones may have strength enough to kill the bill in the closing hours of the session.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MAY 1, 1890.

THE CLEARING HOUSE

FIRST MEETING OF THE ORGANIZATION FORMED IN THIS CITY.

[illegible]entatives of Banks in Attend[illegible] Officers of the Association—Ex[illegible]es Made at the Clearing House [illegible]is Morning.

The Rochester Clearing House Association is the title of an organization recently formed among the banks of the city. This morning the first meeting was held at its room, 138 Powers building, and representatives from the following banks, which are in the association, were in attendance: Central Bank, Commercial National Bank, Flour City National Bank, German-American Bank, Merchants' Bank, Bank of Monroe, Rochester Trust and Safe Deposit Company, Traders' National Bank, Union Bank, Daniel W. Powers, Rochester Savings Bank, Monroe County Savings Bank, Mechanics' Savings Bank, East Side Savings Bank.

The officers of the association are: President, Henry C. Brewster, cashier Traders National Bank; vice-president, Hobart F. Atkinson, president Commercial National Bank; clearing house committee, Henry B. Hathaway, chairman, president Flour City National Bank, George E. Mumford, president Merchants Bank, Hayward Hawks, secretary Rochester Trust and Safe Deposit Company; secretary and treasurer, Frederic P. Allen, cashier German American Bank; manager, Edward H. Vredenburgh, cashier Powers Banking House.

The object of the association shall be the effecting at one place, to be designated by a majority of the members of the association, of the daily exchanges between the several associated banks and bankers, and the payment at the same place of the balances resulting from such exchanges. But the association shall in no wise be responsible in regard to such exchanges, nor in regard to the balances resulting therefrom, except as such balances shall be actually paid into the hands of the manager.

The responsibility of the association is strictly limited to the faithful distribution by the manager among the creditor members for the time being of the sums actually received by him, and should any loss occur while the said balances are in the custody of the manager they shall be borne and paid by the associated banks and bankers proportionately.

The hour for making the exchanges at the Clearing House shall be 11:30 o'clock a. m. precisely, at which time the settling clerk and messenger from each of the members of this association shall report to the Clearing House with their respective demands, separately made out against each other member in detail.

The amount of exchanges this morning was $274,779.24, and the balances, $57,308.43.

ON NORTH WATER STREET.

New Manufacturing Building to be Erected This Summer.

The old two-story brick building owned by the Rochester Power Company, on the west side of North Water street and close to the corner of Central avenue, is now being torn down preparatory to the erection of a handsome and substantial four-story brick building with basement. Every floor will be 50 feet front by 117 deep. Plans were drawn by Thomas Nolan and E. B. Nolan, architects, and the contract is let to A. Friedrich & Sons. The old building was occupied by O'Corr & Co., sash, door and blind manufacturers, and the new building is being built for their use. It will be ready for occupancy in August next, and will be fitted with new and expensive machinery.

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Historic Scrapbooks Collection

Roch. Herald
May 2nd/90.

CITY STATISTICS.

CENSUS REPORT COMPLETED BY JOHN BOWER.

Facts About Rochester Transmitted to Superintendent Porter—Interesting Information Regarding the Municipal Government.

John Bower, who was several weeks ago employed by the chamber of commerce, to prepare the statistics regarding Rochester needed for the eleventh census, has completed his work and has transmitted the last of the sheets to Superintendent Porter at Washington. Other cities will be exceedingly fortunate if they are as well represented in the census reports as Rochester, for Mr. Bower has spared no pains to secure facts on every subject of interest and has classified them so that they can be quickly referred to.

Mr. Bower has divided his work into three parts—general schedules, special tables and explanatory notes. The schedules relate to the following subjects: Wealth, debt and taxation; the fire department, drainage and sewerage, street lighting; altitude, topography, etc., of the city; water works, streets and alleys; crime and the police department; bonded debt, education, schools, libraries and public buildings. The special tables set forth the expenditures of each year of the last decade for the following purposes: Construction and maintenance of streets, sewers and sidewalks: poor department, parks, salaries of city officials, judicial department, maintenance of public buildings, construction and maintenance of water works and miscellaneous expenses. There are tables giving the assessed value of real and personal property, the expense in salaries of conducting the city government, the fisheries in vicinity, the bonded debt with rate of interest and amount paid yearly, the amount received from licenses, the sale of franchises, and fines; the income from the Genesee Valley railroad, the amount of school money received from the state, the interest received on bank deposits and from assessments, the municipal court receipts and the receipts from miscellaneous sources. The tables are followed by matter explanatory of them.

Under the head of taxes and assessments in arrears the amount given is $55,347, with the explanatory note which follows: "No doubt the taxes in arrears will appear extraordinarily small for a city of the population of Rochester, hence some explanation is deemed necessary. More than a decade ago these 'arrears' amounted to upwards of $350,000; but by charter amendments subsequently enacted the result is as stated. The following statement, however, is necessary to make the matter more intelligible: Total amount due the city on local improvements, $767,630; amount the city owes on acceptances, $635,218; the difference, $122,412, is the amount the city has advanced on said improvements. It must not be overlooked, however, that this advanced sum, $122,412, is only a temporary loan. It may be well to state here that all our local improvements with rare exceptions, scarcely worth mentioning, are paid for by local taxation on the property deemed to be benefited. The above amount due the city, $767,630, is only technically due, as by our system none of said amount is yet due. The total is represented on what are called 'live tax rolls.'" Mr. Bower here adds a statement of the city's system of issuing its notes in payment to contractors for local improvements, bearing 6 per cent. interest, all interest being charged to the cost of the work, so that on final settlement the city loses nothing, but rather gains considerably.

The regular force of the fire department is 96. The city owns 15,000 feet of hose and 45 horses for fire use. There are 117 fire alarm boxes. The total fire loss in 1889 was $147,375, the largest loss being only $18,988.45.

There are 138.15 miles of sewer here. The cost of all sewers since 1876, aside from maintenance, has been $873,219.56. The sewage is discharged into the Genesee river, the Erie canal and into Thomas, Densmore and Hobbie creeks.

The average elevation of the city above the sea level is 419.77 feet. At the highest point it is 619.77 feet. In describing Charlotte harbor Mr. Bower quotes the statement in Captain Palfrey's report in 1887 that the prospects of Charlotte are the best of all the American ports on lake Ontario.

The water works schedule is written by Chief Engineer Tubbs. He gives the cost of the system to date, aside from maintenance and interest on debt, as $4,152,123. In another portion of the work Mr. Bower gives the cost at $4,800,000 stating that Mr. Tubbs' estimate is too low. Mr. Tubbs gives among other figures the following: Daily capacity of both Holley and Hemlock system, 16,000,000 gallons; capacity of Hemlock, 9,000,000 gallons; capacity of the two reservoirs, 88,091,908 gallons; average daily consumption, 11,000,000 gallons; domestic pressure in mains, 40 pounds; fire pressure, 100 pounds; mains of iron, [illegible]; hydrants, 2,[illegible]43; number of water meters, 2,060.

There are 240 miles of streets and alleys, divided as follows: Paved with cobble, 1.54 miles; with block, 16.44 miles; with asphalt, 7.[illegible]6 miles; with asphalt block, [illegible]; with macadam, [illegible] miles; with gravel, 18.13 miles, ungraded streets, paved and curbed, 72 miles; unpaved streets, unimproved, 111 miles.

There are 113 men and 10 officers connected with the police force. The number of arrests made during the year ending April 1st was 4,584 and property to the value of $7,764 was restored to the lawful owners. Other statistics of the year follow: Lost children restored to homes, 60; lodgers in station house, 1,031; known homicides, 1; houses known to have been burglariously entered, 17; known houses of prostitution, 6; pawn shops, 4; known "fences" other than pawn shops, 2; licensed liquor saloons, 848; licensed hotels, 51; licensed stores, 18; revenue from licenses, $45,740.

The statistics in regard to the bonded debt, parks and public buildings are very complete and instructive. The total bonded debt for 1889 was $5,324,000. The following table showing the bonded debt and amount paid for interest yearly is of value:

	Bonded debt.	*Amount paid for interest yearly.*
1880	$5,140,656	$322,598
1881	5,415,186	302,081
1882	5,682,950	287,413
1883	5,354,000	304,920
1884	5,284,000	271,300
1885	5,242,000	266,215
1886	5,514,000	158,000
1887	5,459,000	135,390
1888	5,264,000	174,390
1889	5,324,000	108,432

No part of Mr. Bower's report shows more diligent labor than the exhaustive tables on municipal management showing the expenditures for each of the past 10 years for almost every purpose. A few of the totals for the time indicated follow: Cleaning of streets and bridges, $537,033; maintenance and repairs of same, $458,899; construction of same, $1,854,058; construction of sewers, $820,548; maintenance of poor institutions, $673,211; salaries of city officers, $440,596; salaries and expenses of judiciary, $49,300; health department, $214,817; amount of interest paid on bonded debt, $2,293,629; maintenance of water works, $721,906; construction of water works, $686,035.

In answer to the interior department's queries about fisheries Mr. Bower says there is one tug at Charlotte employed in catching bloaters and that there is a little seining along the lake Ontario shore.

In the ten years the city has received from liquor licenses, $364,371; from the sale of street railway franchises—last two years alone—$2,440; in penalties, $84,213; from the state for school purposes, $520,600; from miscellaneous licenses, $12,685.

There are six cemeteries pertaining to the city with a total area of 485 acres. Three of these cemeteries are within the city limits. The total number of interments in all cemeteries to date is 59,611. Of this number 46,815 have been made within the present limits of the city. The number of removals to points outside of the city is 2,094.

CANADIAN ROADS.

SYSTEMATIC METHODS OF EXTENDING MACADAM.

Highways Cannot be Improved All at One Time, So Additions are Yearly Made in Proportion to Means at Command.

It would be impossible for any town to bear the expense of macadamizing all its main roads at once. The cost would eat up the entire property of the town. Such a proposition is manifestly absurd on its face. But the cost of macadamizing a short portion of the main roads of the town each year, in pursuance of a complete plan which would spread the work over fifty years, would not be great. It would not be so great each year as the cost of maintaining the extra teams which bad roads compel farmers and teamsters to maintain.

In many parts of Canada they have as good roads as Europe—roads which are a daily blessing to every traveler, and which invariably draw from the visitor of New England habitat the wonder how so poor and sparsely settled a country as Canada can have so much better roads than thickly settled, rich New England. The answer is simple: The Canadian road makers began with an intelligent plan and purpose. For years they have been macadamizing as much road as their means would allow. Every season great piles of stone are broken and heaped all along the roadside. When a hole develops itself enough of these broken stones are taken from the nearest pile to mend the defect while it is slight.

When the road making season comes on, what is left of the broken stones is used to extend the macadam. Every year the area of good roads extends, and every year the good roads grow better. If, fifty years ago, the business of road making in this little state had been undertaken with a similar purpose and pursued with similar economy and skill, there would not today be a single mile of bad, or even poor, road in Connecticut. If a similar plan should be adopted this [illegible] would see [illegible] without [illegible] appreciable yearly increase in the cost of road making, and with a constantly decreasing expenditure for horse flesh and wagons.—Norwich (Conn.) Bulletin.

[illegible] Work [illegible] County Roads.

A correspondent of The Louisville Courier-Journal thinks that it would be a good thing in all respects if persons undergoing confinement for minor offenses were employed in bettering the condition of county roads. He says:

"The proposition to work the county roads with jail prisoners convicted of misdemeanors seems worthy of public attention. The city is hardly less interested than the county in having good county roads, especially near the city, for not only do many of our citizens use them, but upon their condition depends the cheap and quick delivery of the larger part of what we live on. With better roads we can have better and cheaper meats, vegetables, fruits, milk and butter; cheaper hay and corn for our stock, less wear upon every city wagon or carriage that goes into the country. Besides, the people of any city have a direct interest in the building up of the country immediately around it.

"The market gardeners around Chicago maintain many hundreds of the business houses of that city. I suspect that $10,000 expended annually by the city of Louisville in keeping up good roads extending, say, five miles from the city limits would yield benefits to the city five times greater in proportion than any sum we could expend upon any railroad. And yet the benefits from railroads are so great that we have wisely expended many millions in creating them. It may be said that the country should build its own roads.

"But many cities find it to their own interest to build railroads into counties the people of which do not contribute a dollar toward building them. May it not likewise be to the interest of Louisville to develop, by roads, the country around her, even if the country people do not see the importance of it?

"Our county roads are now worked by the people who live near them. If they should be worked by the jail prisoners there would be no interference with our city working men. On the contrary, it would only benefit them by giving them more and better and cheaper food. As it is the prisoners are useless, cooped up and being diseased. To work such as are able bodied would be better for them and a great gain to both country and city."

D & C May 6th/90

CHAMBER OF COMMERCE.

Various Matters Considered at the Meeters of the Board of Trustees.

The monthly meeting of the board of trustees of the Chamber of Commerce was held last evening, when several actions were taken calling for new special committees.

Previous to the trustees' meeting the special charter committee held a conference the outcome of which was that Arthur Hamilton made a report to the trustees, stating that a conference had been held with the Common Council charter committee, and that it had been decided that it would be best for the Chamber to appoint a a committee of five direct, instead of leaving it to a convention to act upon the matter. The trustees, decided to bring the matter before the general meeting Monday evening, and recommend that such steps be taken. The original plan it will be remembered, was to have a convention of citizens called through the Chamber's committee, to act on the matter.

The water supply question was again brought up by Colonel Greenleaf, who moved the appointment of a committee of five to go to Albany in the interest of the pending bill. The motion was adopted and W. S. Kimball, S. G. Curtice, E. T. Curtis, E. R. Andrews and Secretary McClintock were named such committee. Secretary McClintock left last evening for Albany. The others will go to-day and appear before the Assembly cities' committee this afternoon.

Mr. Amsden brought up the matter of the electric cars crossing the various river bridges, and S. G. Curtice, J. E. Booth and Mr. Amsden were appointed a committee to look into the question.

J. Fahy, as chairman of the committee on railways, brought up what is considered a case of unjust rating. The case reported was this: The distance from Batavia to Rochester is thirty-three miles and the fare is 66 cents one way, round trip $1.32; from Buffalo to Batavia is thirty-six miles and the fare 72 cents one way, round trip, $1.25. These have been the rates for many years, and much to Rochester's disadvantage, so far as local trade is concerned. Mr. Fahy said that he has been in correspondence with Passenger Agent Daniels, and that that official has promised a remedy.

A resolution was adopted asking the special water committee to report at the Monday night's meeting if there is any way by which the reservoirs can be filled up so as to make preparations for any possible dry season. The trustees decided to allow any question to be brought up for discussion Monday evening, and adjourned.

Roch. Herald
May 6th/90.

ON TO ALBANY.

Chamber of Commerce Trying to Save the Water Bill—Other Matters.

The regular monthly meeting of the board of trustees of the chamber of commerce was held last evening. The subject of charter revision was the first business brought up. The special committee having the matter in charge reported through its chairman, A. S. Hamilton, that after consultation with the common council committee on the same subject it had been considered advisable to appoint a committee of five to act in conjunction with the aldermanic committee in drawing up an amended charter. This will obviate the necessity of calling a convention to revise the charter, as had been proposed. The report was referred to the whole association at its meeting next Monday evening, the trustees recommending the adoption of the committee's plan.

A motion was carried that a committee of five be appointed to go to Albany to appear before the assembly committee on cities in support of the water bill. The committee is composed of William S. Kimball, E. R. Andrews, S. G. Curtice, E. T. Curtis and Secretary McClintock. The last named gentleman left for the capital after the meeting. President Tracy of the common council and City Clerk Peter Sheridan left for Albany yesterday morning on the same errand.

The question of the advisability of laying street car lines across the new river bridges, and especially the Driving Park avenue bridge, was referred to a committee consisting of S. G. Curtice, J. E. Booth and Frank J. Amsden. The committee will investigate the subject and make a report.

John Fahy, the chairman of the railroad committee, reported that George H. Daniels, the general passenger agent of the New York Central, had expressed a willingness to comply with the committee's desire for the equalization of passenger rates from Batavia to Rochester and Buffalo. Batavia is 33 miles from Rochester; the single fare is 66 cents and the round trip rate $1.32. Buffalo is 36 miles from Batavia; the single fare is 72 cents, but a round trip rate is made of $1.25. This discrimination in favor of Buffalo has been a disadvantage to Rochester merchants, and Mr. Daniels promises to remedy it.

A resolution was adopted directing the special water supply committee to report to the chamber at its next meeting whether there is any method by which the reservoirs may be filled and preparations made for the summer season. The meeting then adjourned. The meeting of the whole chamber next Monday evening will be open for the discussion of any subject.

The Post-Express.

ROCHESTER WEDNESDAY, MAY 7.

HEMLOCK WATER

ITS CONTAMINATION GRADUALLY INCREASING.

Rochester's Narrow Escape From an Endemic of Typhoid Fever Last Fall—Results of the Springwater Investigation—Points.

The annual report of Chief Engineer Tubbs to the exective board includes a carefully prepared statement of the result of an investigation by George W. Rafter, of the water works department, and Dr. M. L. Malory, of the endemic of typhoid fever at the village of Springwater in October and November, 1889. An extended review of the result of the bacteriological examination of waters submitted to Drs. H. C. Ernst and Charles Harrington, of the Harvard medical school, Boston, in connection with this case, appeared in the POST-EXPRESS January 9th. Springwater is a village in the valley of the same name two and one-half miles south of Hemlock lake. It is distinctly within the Hemlock lake drainage and is situated directly on the main influent stream to the lake. These facts, in connection with the present knowledge of the cause and distribution of zymotic diseases are sufficient to make the investigation of the appearance of an infectious disease in that quarter of special interest to all consumers of Hemlock water.

The report referred to describes the location of the village of Springwater, the porous character of the soil, etc. The water supply of the village is derived from shallow wells, open or driven, none of the driven wells exceeding a depth of eighteen feet. According to the statement of Robert Wiley, member of the board of health of the town of Springwater, the first intimation that typhoid fever was present in the village was on October 19, 1889. A few days afterward the matter was brought to the attention of Chief Engineer Tubbs and the executive board. The latter, at Mr. Tubbs' suggestion, immediately consulted Drs. W. S. Ely and E. M. Moore, sr., who, upon request, gave instructions for the necessary inspection and disinfection of the places visited by the disease. These instructions were strictly observed under the direction of the local board of health and inspectors sent from Rochester. In the meantime Mr. Rafter and Dr. Mallory were requested to make such studies of the case as might be of future use to the water works authorities [illegible] of, [illegible]

"The earliest clearly defined case of typhoid fever," the report states, "we found to be that of Orson Grover, a boy 13 years of age, who, when taken sick with the disease September 29th, was employed at Snyder's hotel on Main street, near the four corners. Not only is the well at this place in close proximity to the privy (30 feet away), but half way between the well and the privy we found a board slop drain which undoubtedly discharges into the well a considerable portion of its contents. The family claimed, however, that the water of this well had been considered bad for a year and a half and that none of it had been used for domestic purposes during that time, the water so used having been obtained from the well on the adjoining place to the north. The Snyder well is in the cellar and the pump pertaining thereto is in a cellar-landing just off the hotel kitchen. We found the pump in working order with pail beneath the spout partly filled with water and with dipper in pail. On questioning the servant girl it appeared very evident that the water was sometimes used." Within fifteen days after the boy Grover was taken sick eight cases appeared among the children at the village school. After a statement of these cases the report takes up the result of the examination of samples by Drs. Ernst and Harrington and by Dr. S. A. Lattimore of this city. Dr. Lattimore's analysis of samples of water from the Snyder well was as follows: Total solids, 69.2; loss on ignition, 20; fixed residue, 49.2; sodium chloride, 26.56; free ammonia, .01; albuminoid ammonia, .01; nitrites, none; nitrates, none. The analysis of Hemlock lake water made by Dr. Lattimore, November 22, 1889, is as follows: Total solids, 9.8; loss on ignition, 4; fixed residue, 5.8; sodium chloride, .5; free ammonia, .004; album noid ammonia, .006; nitrites, none; nitrates, none. In one of the samples from a Springwater well sent to Dr. Ernst there was found the Koch-Eberth bacillus of typhoid fever.

Among the tables of figures presented in the report is one which emphasizes a fact to which attention was called by Mr. Rafter two years ago in a paper on "The Micro-organisms in Hemlock Lake Water," viz: That there is a gradually increasing contamination of Hemlock water. In 1887 the amount of chlorine present was so slight as to give a trace only, as determined by Dr. Lattimore. In 1881 Professor Leeds found .11 of a grain per U. S. gallon, while in 1889 the amount of chlorine is found to be .18 of a grain per U. S. gallon by Dr. Lattimore. At about the same time in 1889 Dr. Harrington determined .21 and .19 of a grain per U. S. gallon. In referring to this increase of contamination the report says: "We urge this for no other reason than to indicate the necessity for strict protection of the Hemlock water shed. The city of Rochester has in Hemlock lake a most admirable water supply of great natural purity, and the legitimate conclusion to be drawn from such a discussion as the present one, is that every effort should be made to keep Hemlock lake, in the matter of purity, in its original state. The reasons for the gradually increasing contamination are twofold and may be summarized as due, first, to the growth since 1877 of a considerable summer population about the lake and, second, to additional soil contamination in the village of Springwater and its cognate influence on the purity of the influent waters of the Springwater creek."

The report continues: "The germ theory of typhoid is so firmly established by actual experimental evidence, that all who are fully conversant with the evidence now admit its validity and we are, therefore confronted in such a study with a very pertinent question, viz.: Assuming it to be true that a portion of the ground water of the village of Springwater was in October and November last permeated with typhoid bacilli, and further assuming that the ground water-carrying such bacilli flows directly into the Springwater creek, what is the probability of the bacilli ever arriving in a living state at Rochester? Stating the case in this way at once brings us to a consideration of the length of time that pathogenic germs will survive when placed in potable water, in which presumably the ordinary bacteria of putrefaction are present. Krouse, of Germany, has recently experimented on this point and found that the bacilli of typhoid had disappeared after six days. This result, he concluded, was produced by the antagonism of the bacteria of putrefaction which the water contained, they having by virtue of superior numbers either crowded out or actually consumed the bacilli of typhoid. The foregoing answers one part of the question, and the answer to the balance will be found in determining how long a period of time will elapse after such bacilli passed into the creek at Springwater village, before they could arrive at and be distributed through the mains in the city of Rochester."

An estimate of such time required is then made. The fall of the creek from Springwater village to the head of Hemlock lake is about sixty feet in a distance of a little over three miles, or 16,000 lineal feet. Assuming a mean velocity of flow of one foot per second, the time required for water to flow from Springwater village to the head of Hemlock lake would be 16,000 seconds, or 4.5 hours. The record kept at the foot of Hemlock lake shows that the prevailing winds in October and November were south winds, causing a velocity of the surface of the lake of one mile per hour. It may be assumed that the passage of the germs from one end of the lake to the other could be made in 6.5 hours. Continuing the estimate to the conduit and the reservoirs, it is believed that germs may pass from Springwater village to Rochester in thirty-six hours. "In the present state of biological analysis," the report continues, "it would not be impossible to make an actual demonstration, not indeed by placing pathogenic bacteria in the Springwater creek, but by planting harmless varieties which at a given time are known by actual trial to be absent and by the bacteriological examination of samples selected at various points, determine the rate of progress toward the city, increase or decrease of numbers, [illegible] questions likely to aid in a solution of the general problem. The presence in large numbers of septic bacteria, which are held to be inimical to pathogenic bacteria, in Hemlock lake, is the reason why the city of Rochester escaped any serious effects from the endemic of typhoid fever at Springwater last fall. That we did escape such serious effects is clearly indicated by these figures; Number of cases of typhoid fever in Rochester in 1870, 54; 1872, 30; 1873, 61; 1874, 41; 1875, 44; 1876, 31; 1877, 27; 1878, 17; 1879, 17; 1880, 21; 1881, 26; 1882, 30; 1883, 39; 1884, 43; 1885, 32; 1886, 33; 1887, 38; 1888, 54; 1889, 39. We cannot, however, hope to be thus fortunate always, and the resulting uncertainty as to future conditions constitutes a strengthening of the argument for the special studies indicated in the foregoing."

COURTNEY OUTDONE

THE ROCHESTER CONDUIT BILL IS DEAD FOR THIS YEAR.

The Opposition too Much for the Measure—Both Houses Busy Passing Bills—Western New York Measures Sent Through—Notes.

SPECIAL TO THE POST-EXPRESS.

ALBANY, May 7.—The story of the death of the conduit bill can be briefly told. The members from the first district of Monroe, Ontario and Livingston were too much for Assemblyman Courtney. They have for weeks been laboring industriously to secure votes against the measure. Plenty of material was furnished by the extravagant statements made by Rochester people, official and unofficial, who opposed the bill and the simple members who knew nothing about the case were made to believe that Hemlock lake water was running through the gutters in Rochester at the rate of millions of gallons daily and that all the farmers in the adjoining towns had sprinkling fountains and horse troughs free of charge. The bill is dead for this year.

Both houses did fairly well yesterday and this morning in the way of passing bills. The senate has its own bills well in hand and keeps up with the assembly bills without much trouble.

Mr. L'Hommedieu's Mt. Albion cemetery bill passed the assembly yesterday, was sent over to the senate and passed by Senator McNaughton in ten minutes.

Senator McNaughton's bill appropriating $7,000 for the Brockport Normal school passed the assembly yesterday.

The bill changing the name of the Western New York conference of the Methodist Episcopal church to the Genesee conference of the Methodist Episcopal church and amending its charter has become a law.

The amended Rochester charter passed this morning. Secretary McClintock is anxious that the Courtney conduit bill or any reasonable bill for additional water supply be passed if possible. The members opposing the bill refuse to consent to any compromise.

Will a Gravity Bill Pass?

While the common council was in session last evening, President Tracy received the following telegram from Secretary J. Y. McClintock at Albany:

> If the common council will instruct the senator and assemblyman to urge the passage of the assembly water supply bill with the gravity amendment, it can evidently be passed, although the senate bill has stuck at second reading in the assembly.

J. G. Cutler sent the following to Alderman Kelly:

> Secretary McClintock has just stated to me over the telephone from Albany that unless Mr. Courtney is instructed by the common council to pass the assembly bill—which has the gravity amendment, there is no possible chance to get an enabling act this session. The bill will be sure to pass if the council act favorably on it tonight, but there seems to be just this one chance, I hope you will take it.

The council took no action, however.

ALDERMEN TO THE RESCUE.

They Favor the Gravity Bill as a Last Resort.

Strenuous efforts are in progress to-day to secure the passage of the water supply bill. There was an informal conference of prominent gentlemen interested in the measure this morning. It is probable that a disdatch will be sent to Albany signed by leading aldermen and members of the chamber of commerce urging the passage of the assembly bill with the gravity amendment. That bill is now in the order of its third reading. Senator McNaughton and Assemblyman Courtney say that if the measure is favored by the aldermen it has a chance of passage. The other bill is practically dead.

A despatch signed by all the members of the common council committee on water supply and the city attorney, was sent to Albany this afternoon urging the city's representatives to pass the gravity bill, in the event that the other bill has no chance of passage.

THE WATER QUESTION.

It is now said that the only Rochester water supply bill that has a chance of passing the legislature is that known as the "all gravity bill"—a measure providing that the new line be a gravity line.

This paper has been of opinion constantly that if a new line is to be built to Hemlock lake it should be, like the old one, a gravity line.

Therefore, if any measure is to be passed we are glad that this particular one is to survive, for it is the fittest.

The hostility of Livingston county to our control of Hemlock lake is a new element in the controversy; and the probabilities are that we shall not get another drop of water there without having to pay pretty well for the privilege.

[WEDNE]SDAY, MAY 7, 1890.

ROCHESTER MORNING HERALD

THE CONDUIT BILL.

The city of Rochester is indebted to Frank M. Jones, member of assembly from the First Monroe district, for the defeat of the water conduit bill and the postponement of the work of providing this community of 130,000 people with an additional and essential supply of of water. Yesterday, when Chairman Andrus, of the committee on cities, attempted to report that bill favorably, this Monroe county member interposed an objection which, it is said, kills the bill for this year.

This action on the part of Assemblyman Jones was inspired by the opposition of certain of his constituents who affect the belief that in some way it is prejudicial to their interests to make a further draft upon Hemlock lake for water to supply the necessities of Rochester. There is no substantial ground for that opinion and the members of the legislature, as well as certain Rochester officials and citizens who have been opposing the conduit bill at Albany, may yet have to face a situation that will make life unpleasant for them.

Rochester is already suffering from a limited supply of water. The indications are that before the new conduit can be built a serious water famine will prevail in this city. Should this, unfortunately, occur, the men who through their stupidity, their pigheadedness or their selfishness have brought such a misfortune upon a large and populous city will be sternly called to account for the course they have pursued.

TAX LEVY.

SLIGHTLY LARGER THAN THAT OF LAST YEAR.

A'dermen Refuse to Increase the Police Force on Account of the Expense — Executive Board Store-house.

The common council held a long and important meeting last evening. With the exception of Aldermen Cleveland and Selye all the city fathers were present. The usual number of bills and petitions were received. A communication was received from George Kiem asking the council to permit the erection of a new liberty pole to replace the old one. The request was referred to the improvement committee. The executive board has refused to grant the desired permission, but will undoubtedly withdraw its opposition if the aldermen sanction Mr. Kiem's project.

John Bower reported that he had examined Treasurer Fleckenstein's accounts for the first month of the latter's incumbency of office and found them correct and well kept in every particular.

Alderman Rauber sent up a report from the police committee, in which the police commissioners' request for more men and an additional patrol wagon was passed upon unfavorably on account of the expense involved, which is stated to be over $50,000. The committee recommended that the matter be deferred for a year, and, in doing so, said: "Your committee congratulates the police commissioners upon the present excellent department of the men under their charge and commends heartily the disposition displayed by the commissioners to bring about still greater improvements in their department. We cordially invite them to confer with your committee, from time to time, assuring them that we shall do all in our power to co-operate with them in their public-spirited efforts. We believe, however, that the time has not yet come for the expensive innovations desired, and, accordingly, recommend that the consideration of the matters set forth in the resolution of the commissioners be deferred until next year." The report was ordered filed and established. The police committee, when the request was first made, was disposed to grant it and so was the finance committee, but, after the tax levy was nearly made up, it was thought that it would be swelled too much if the extra appropriation were made. So it was decided to report adversely—a decision that was confirmed at the caucus of the democratic aldermen held in the city clerk's office late yesterday afternoon.

In accordance with the requirements of the charter Alderman Kelly, the chairman of the finance committee, presented the tax levy for the fiscal year of 1890-91. The committee, by way of introduction to this important collection of figures, made the following report:

Your [illegible] committee, [illegible] the annexed tax levy [illegible] just to itself to call your attention to the reasons which exist for increasing the following funds over that of last year, viz:

[illegible] for the erection of school buildings, including the purchase etc., of the sites there[illegible] under the power [illegible] by the [illegible] of the legislature, the latter authorizing an appropriation for the purpose to the extent of $75,000, over and above the $50,000 permitted by the charter. The overcrowded condition of the schools, and the rapid increase of the school attending population require additional school facilities, which can only be had by making an increase to the appropriation in the manner mentioned. The understanding which your committee has with the board of education is that, in consideration of said fund being so increased, said board will cause to be erected proper and suitable additions to public schools numbers 26, 29 and 30; new buildings and sites, one on the Hayward tract, in the Sixteenth ward, and the other in the Ninth or Fifteenth ward, to be known respectively as public schools numbers 33 and 34, and a new building, including the proper site therefor, near to, and to take the place of, public school number 10. The teachers' and contingent funds of the board of education are also increased upwards of $20,000, so as to meet the future demands which your committee believes will be made upon them owing to the causes above mentioned.

The contingent fund is also increased $65,000 to pay deficiency notes given under the direction of the common council of 1889-90.

The Grand Army of the Republic relief society under a law passed in 1887, and amended in 1888, has had its relief fund increased $1,500 over that of last year, said amount of $1,500 having been advanced to it last year out of the poor fund.

The city property fund is also increased $3,500, owing to the insurance upon the school and other municipal buildings expiring this year, and requiring a renewal thereof to be made.

Notwithstanding the various increases made to the levy, your committee believes that owing to the rapid increase in valuation, the tax rate will be less than it was last year, and that this healthy growth of our city, with its increased demands, and its corresponding increase for meeting them, is a matter for congratulation, rather than of complaint.

Your committee hereby gives warning to the various boards, officers and committees having the expenditure of the various funds mentioned in the annexed levy that the appropriations are made for the needs of the ensuing year, and that their expenditures must not exceed the amount of such appropriations, as no deficiency notes will be given during the year to meet any such increase.

Your committee, avoiding prodigality on the one hand, and parsimony on the other, has sought to combine that degree of liberality and economy that will best subserve the interests of our city and its citizens.

The tax levy is as follows:

For interest on the bonded debt as follows:

AT SEVEN PER CENT.			
One year on $75,000, Free academy building loan	$ 5,250		
One year on $3,182,0.0, water works loan	222,740		
One year on $20,000, number 5 school loan	1,400		
One year on $600,000, Rochester and State Line railroad loan	42,000		
One year on $410,000, funding loan, 1875	28,700		
One year on $150,000, Rochester, Nunda and Pennsylvania railroad loan	10,500		
One year on $335,000, City hall commissioners	23,450		
AT FOUR PER CENT.			
One year on $100,000, consolidated loan, issued August 1, 1882	4,000		
AT THREE PER CENT.			
One year on $150,000, local improvement funding loan	4,500		
One year on $100,000, Rochester bridge bonds, issued January 1, 1890	3,000		
Interest on $200,000, Rochester park bonds, January, 1890; July, 1890; January, 1891	9,000		$354,540
Less surplus from $1,500 received from county treasurer February 15, 1890, over one bond due that date [$1,000] and interest for one year on $2,000 at 7 per cent. [$140]	$ 360		
Less amount to be paid in by executive board for surplus receipts over expenditures for water works	251,440		251,800
			$102,740
For Rochester park bonds sinking fund, one per cent. of issue			$ 2,000
For Rochester park maintenance fund			20,000
For erroneous assessments			1,899 02
For local assessments on city property			234 06
For all water used for city purposes			100,000
For support of the police			130,000
For police pension fund			1,000
For support of the poor			22,500
For support of the G. A. R., (indigent veterans)			7,500
For contingent expenses			69,626 91
For contingent fund deficiency			65,000
For lighting the city			142,000
For the board of health, including the collection of garbage			27,000
For city property fund			11,000
For park fund			3,300
For executive board, as per requisition—			
Extension of water pipe	$ 20,000		
Fire department fund	139,000		
Highway fund	165,000		324,000
For support of the common schools, as follows:			
Building fund	120,000		
Repair fund	15,000		
Contingent fund	85,000		
Teachers' fund	165,000		385,000
			$1,415,000

As required by the charter the levy was laid over for three weeks before adoption. Last year the tax levy amounted to $1,390,000 and the year before to $1,333,000. For the purpose of comparison the following figures are taken from the list of last year: Net interest, $108,432.65; park maintenance, $20,000; erroneous assessments, $18,263.35; police, $130,000; police pension fund, $1,000; poor, $25,000; Grand Army of the Republic, $3,500; contingent expenses, $74,808.82; street lighting, $147,000; board of health, $26,000; city property fund, $8,500; park fund, $3,300; water pipe extension, $58,000; fire department, $140,000; highway fund, $145,800; for schools, $295,000, divided as follows: Building fund, $50,000; repair fund, $15,000; contingent fund, $80,000; teacher's fund, $150,000.

The finance committee presented an additional report giving it as its opinion that "a suitable barn or other building" is necessary for the use of the executive board and recommending that the board be authorized to purchase or erect such a building at an expense not exceeding $21,000, to be paid out of the funds under the control of [illegible] executive board. A resolution [illegible] this recommendation was adopted with the proviso that the board must not create a deficiency by taking the $21,000 for the building.

The assessment roll for the Lake avenue asphalt improvement was [illegible] [illegible] of $[illegible],000 worth of bonds held by the Dime Savings bank of Brooklyn was extended five years.

The following first ordinances were adopted: Thrush street plank walk, $500; Klinck street plank walk, $675; Avenue C plank walk, $700; Avenue B cement walks, $350; Bates street macadam improvement and sewer, $9,400; Lorimer street asphalt improvement and pipe sewer, $23,300; Hart avenue asphalt improvement, $7,200; Fulton avenue asphalt improvement, $42,000; Fulton avenue Medina stone improvement, $30,000; Fulton avenue brick pavement improvement, $33,435; Backus avenue extension; Alexander street extension; also a large number of sprinkling ordinances.

It was a great night for final ordinances. About 130 of them were adopted, but nearly all were sprinkling ordinances. Action on the others was taken as follows: Chamberlain street plank walk, adopted; Edwards street plank walk, adopted; Eighth avenue plank walk, adopted; Frost avenue plank walk, adopted; Garson avenue plank walk, adopted; Glenwood avenue plank walk, adopted; Keeler street plank walk, adopted; Michigan street plank walk, adopted; Stevens street, plank walk, adopted; Summer street plank walk, adopted; Wabash street plank walk, adopted; Van Auker place plank walk, indefinitely postponed; Bay street pipe sewer, postponed two weeks for amendment; Eighth avenue pipe sewer, adopted; Fifth avenue pipe sewer, adopted; Stone street stone sewer, postponed two weeks; Wabash street pipe sewer, adopted; Averill avenue Medina stone improvement, adopted; Cypress street Medina stone improvement, adopted; George street macadam improvement, postponed two weeks; Pryor street Medina stone improvement, adopted; Reynolds street macadam improvement, postponed two weeks for amendment; boulevard opening and extension, postponed two weeks.

There was a large delegation of Cypress street people present, and allegations for and against the improvement were made.

On Alderman Kelly's resolution the city treasurer was authorized to issue the city's note for $15,000 for the benefit of the police fund.

The sum of $350 was appropriated for Decoration day expenses, to be drawn on the order of Major J. P. Cleary.

Alderman Kelly offered a resolution fixing May 15th as the time for holding the special election in the Sixteenth ward for the purpose of returning an alderman in place of H. G. Thayer, resigned. The election is to be held at the same polling places and during the same hours as at the last general election. It was at first thought that this election would come under the provisions of the Saxton bill, but the new law does not go into effect until July 1st.

Considerable routine business was transacted, and the council then adjourned until Friday at 2:30 P. M., when it will meet to provide for the street department pay roll. Next Tuesday evening the council will hold a special meeting to hear arguments on the granting of the street car franchises for several new routes asked by the company.

THE UNION AND ADVERTISER.
ROCHESTER, N. Y., MAY 7, 1890.

WATER CONDUIT BILL.

The Chamber of Commerce Blamed for Killing It.

President Tracy of the Common Council and City Clerk Sheridan returned from Albany last evening, where they went to secure the adoption, if possible, of the water conduit enabling act. They say the bill was palpably killed before they reached the capital. Mr. Sheridan was interviewed this morning, and said: "There seems no chance for the adoption of an enabling act this session. The bill is so far down in the calendar that it cannot be reached before the adjournment on Friday. Our only chance to get it through was to get the Assembly Committee on Cities to report to the House, by unanimous consent. We saw Mr. Andrus, chairman of the committe; told him an additional water supply is urgently needed; that the enabling act did not specify any special kind of new conduit, leaving the choice to be made by the city hereafter; that both Common Council and Chamber of Commerce recommended the bill. Mr. Andrus said the bill could have been passed two weeks ago, but for the misrepresentations that had been made. He accordingly attempted to report the bill to the House at once. By unanimous consent this could be done, without waiting for the bill to be reached in its regular order. Assemblyman Jones objected, however, and this settled the fate of the bill."

Mr. Sheridan gives a vivid description of the exciting scenes in the Assembly during these closing days of the session. "The speaker," he said, "at times is surrounded by members trying to get their bills through before the adjournment, all shouting to get recognition and Speaker Husted's gavel is in almost constant use to preserve order." This will give some idea of the difficulties of getting through a bill far down on the calendar, like the enabling act.

"The all-gravity water act came up for second reading," Mr. Sheridan says, "but, of course, stood no chance of being adopted. Even if it could have been put through the Assembly it would have been necessary to send it to the Senate for adoption, and this could scarcely have been done by Friday. When it was read Secretary McClintock of the Chamber of Commerce urged Ald. Tracy to try to get that bill through, any way."

"Ald. Tracy held that he could not be a party to any such arrangement; that the Common Council had adopted a resolution for an enabling act without specifying any system; that the Chamber of Commerce had endorsed this; that he therefore did not see on what ground he should favor another kind of bill. It was known also that Jones would have objected to the all-gravity bill, if any attempt were made to report before its order, the same as in the case of the original bill. Both bills were in the same boat, as neither could be put through, except by reportidg them before their time by unanimous consent.

Ald. Tracy was seen and said: "We were told at Albany that the bill would have been passed long ago except for the interference of the Chamber of Commerce."

John Bower said this morning: "The attempt to throw the blame on the aldermen for the failure of the water bill to get through the Legislature will not work, as the facts are too plain. In my opinion the original bill should have been adopted. Senator McNaughton strongly advised the Chamber of Commerce at the meeting which he attended not to oppose the original act. I am not by any means convinced that the all-gravity is the best plan. The question is purely a financial one. Mr. Tubbs says his plan will cost several hundred thousand less than the all-gravity plan. The cheapest plan should be adopted. If the expense should be found about the same, of course, I should favor allowing nature to work for us, and the water run down hill."

Alpha Delta Phi Society.

To-day the Alpha Delta Phi Society closed the business sessions of the convention. This evening at 8 o'clock the public exercises will be held at the Lyceum Theater. The list of sprekers was announced yesterday. At 10 o'clock this evening the banquet will be held in the Chamber of Commerce rooms. The list of proposed toasts is as follows: "Our Honorary Members," T. Edwin Brown; "Alpha Delta Phi at the Bar," Tracy Becker, Buffalo; "The Future of Alpha Delta Phi," A. Van Vranken, Albany; "Alpha Delta Phi in the Pulpit," John Quincy Adams of San Francisco; "The Ladies," Fred Whittlesey.

Over 400 people attended the reception in Powers Art Gallery last evening. The occasion was brilliant and enjoyable. Refreshments were served by Teall and there was a large programme of dances, music being furnished by Schenck's orchestra.

Union & Adv. May 8th /90.

WHO IS RESPONSIBLE?

The Defeat of the Rochester Water Conduit Bill at Albany.

Special Dispatch to the Union and Advertiser.

ALBANY, May 8.—McClintock's telegram that the all-gravity conduit bill introduced by Mr. Courtney could be passed was nonsense. To reach that bill the rules must be suspended by two-thirds vote and the Honeoye pirates would have defeated a resolution to that effect. The bill was dead when sent to the Assembly Cities Committee, and the Chamber of Commerce is responsible. Senator McNaughton, Mr. Courtney and members of the Common Council committee did everything to secure the McNaughton bill, but Jones, Abbey & Co., backed up by arguments made by representatives of Chamber of Commerce and by Ald. Selye and S. B. Roby and others, who oppose additional water supply, were too strong. If McClintock attempts to place the responsibility of the defeat of the bill on Mr. Courtney, the Common Council, or any one outside of the Chamber of Commerce and the Honeoye pirates, he makes makes willful misstatements.

Senator McNaughton moved to concur in the Assembly amendments to the State Industrial School and Brockport Normal School appropriations, for the reason that to non-concur would delay action and might kill both measures.

Herald May 9th 1890

ROCHESTER M[ORNING HERALD]

DR. SHAW DEAD.

HE EXPIRED YESTERDAY MORNING.

The Story of a Useful Life—His Early Days—Successful Pastorate at the Brick Church—Honors Conferred Upon Him.

The end of the long illness of Rev. Dr. Shaw came at ten o'clock yesterday morning. Ever since last Saturday night he had been sinking and for the past two days had been unconscious. The intelligence of his death was conveyed to the public by the tolling of the City hall bell and caused universal regret all through the city in which his life work had been done.

Dr. Shaw was taken ill on Sunday, March 16th. He attended church on that day and on his way home was seized with chills. Intestinal catarrh was soon developed and diphtheretical symptoms appeared a week later. At this time it was thought that he was dying. He rallied, however, and the throat trouble disappeared. For many weeks he had suffered with fever and digestive ailments, which gradually undermined his strength. He displayed a vitality which was very remarkable in a man of his advanced age. For three weeks he had been so weak that he could speak only with the utmost difficulty. His death was apparently without pain.

The elders and trustees of the Brick church held a meeting yesterday afternoon and appointed committees to make arrangements for the funeral, which will take place from the church on Monday afternoon, probably at two o'clock. Rev. Dr. H. C. Riggs of Binghamton, the former pastor of St. Peter's church and a warm friend of Dr. Shaw and his family, will be invited to deliver the funeral sermon. The other arrangements have not been completed. Rev. W. R. Taylor, the pastor of the Brick church, is quite ill with inflammatory rheumatism.

WOOD CARVINGS.

Dr. Fitler's Exhibit at the Chamber of Commerce—Proposed Company.

Mention has already been made in the HERALD of the fine collection of machine-made wood carvings placed on exhibition at the chamber of commerce by Dr. C. H. Fitler of Philadelphia. It is well worth the attention of all interested in this kind of work. Dr. Fitler, who is a brother of ex-Mayor Fitler, is the vice-president of the National lathe and tool company. This corporation, of which Hon. Henry Green of the Pennsylvania supreme court is president, controls patents for producing by machinery polygonal forms and devices in wood, patterns, decorative wood-work and everything in the field of wood-turning and shaping. Dr. Fitler proposes to establish a company here with capital stock of $150,000 for the manufacture of these articles and the control of the trade in this state. A number of such companies have already been formed in other states, the national company taking stock in payment for its patents. Secretary McClintock has been corresponding with Dr. Fitler for some time. The latter gentleman is disposed to think favorably of Rochester as a location for a factory, although Buffalo, Jamestown and Binghamton have offered inducements.

One of the wood-carving machines will soon be brought to Rochester and placed on exhibition. This machine may be so adjusted as to give any desired spiral twist to the carving or spirals may be produced with straight lines between the twists. Hard and soft woods are handled with like dexterity. It is claimed that this lathe can finish from 300 to 900 turnings daily, according to size, at a cost of $5, which would take one machine from one to three years to produce at an expenditure in wages of from $900 to $2,700. It will thus be seen that turnings and patterns can be supplied at much lower rates than has been possible heretofore.

SPECIAL INVITATION.

A Great Industry for Rochester.

Our progressive and active citizens are invited to visit the rooms of the chamber of commerce and personally inspect the wood work in variety of shapes and designs for building and furnitures made upon a new geometrical lathe at nominal cost *practically revolutionizing the business, as has already been demonstrated by factories* established in London, England; Boston, Massachusetts; San Francisco, California; Tacoma, Washington and Chicago, Illinois. A machine will also be on exhibition in a few days in Rochester. *It is the intention to locate a factory for the state of New York which* can be secured to Rochester if the proper effort is made after a careful inspection and investigation of the enterprise.

D & C May 10th /90

ANOTHER YEAR'S DELAY.

In the last hours of the Legislature extraordinary efforts were made to save the Rochester water supply enabling act, but successive delays and the conflict of counter interests had done their fatal work and the various measures which were framed to relieve a great city of a pressing necessity slept the sleep that knows no awakening. That this failure to authorize Rochester to increase its water supply is a public misfortune there is every reason for believing and although it is possible that we may be enabled to escape a water famine there is a strong probability that the people will suffer serious inconvenience before another conduit is laid to Hemlock lake. The unnecessary postponement of operations for a year is unfortunate in its every aspect, and when all the circumstances in the case are recalled it is difficult to suppress a feeling of exasperation.

The bill is dead now and it is useless to expatiate upon the causes which led to its undoing, but it is eminently fitting that recognition should be given to the earnest endeavors of the Chamber of Commerce to protect the city's interests and to guard against the introduction of an objectionable system. Had it not been for the vigilance of the Chamber of Commerce, there would have been no opposition to the plan of the pumpers, and although we might have had an enabling act, the price paid would have been excessively dear. In its persistent and unreasonable hostility to the all-gravity plan the Common Council forced the issue which has resulted so disastrously, and it is upon that body and the little coterie of pumpers that the responsibility for the act's defeat must be placed. Had the aldermen represented their constituents honestly, the all-gravity amendment would have been adopted without a dissenting voice and the bill would not have been perceptibly impeded in its passage through the Legislature by the opposition of Livingston county.

Fortunately the facts in the case are now pretty well understood, and when the Legislature meets again it will be strange indeed if a bill is not introduced by our representatives which shall be in harmony with public sentiment and with the opinion of the most expert and trusted hydraulic engineers. Of the other kind the citizens of Rochester have had a great sufficiency.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

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Democrat & C

MAY 11, 1890.

the first year of $195,000. If the people would consent to add this amount to the tax levy, the thing proposed might be done, but I very much doubt that they would, for the reason that our tax levy is increasing every year, until now our city, county and state taxes amount to over two per cent of the assessed valuation of property, and the addition of $200,000 more to the tax levy would render Rochester real estate undesirable and would have the effect of driving manufacturers to places less burdened by taxation.

"When this question is satisfactorily answered, and no attempt has yet been made to answer it—'Why should Rochester using, as it does now, from 84 to 92 gallons of water per capita per day need an additional water supply when the great beer manufacturing city of St. Louis uses but 66 gallons per capita per diem; Brooklyn 66 gallons, New York city but 75 gallons, Providence 43 gallons, Indianapolis 54 gallons, Toledo 54 gallons?'—Then I shall be satisfied to vote for an additional water supply."

The provision of the constitution to which Alderman Selye refers is probably the following provision in article 8, Section 2: "Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds shall not exceed twenty years, and a sinking fund shall be created on the issue of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity." As has been stated above, it is at least doubtful whether this section has any application to Rochester.

WATER SUPPLY AND THE CHARTER.

The Rochester *Union* thinks it has discovered in the amendments to the city charter passed at the recent session of the Legislature, provisions which warrant the Common Council in entering upon the work of increasing the water supply of Rochester. The Union says:

The city of Rochester has not been defeated, after all, in the matter of an enabling act for the procurement of an additional water supply! It has in the new city charter amendments an enabling act much better for its purposes than either of the two which the picayune legislators from the country districts succeeded in preventing from coming to a vote in the Assembly! While reading over the amendments this morning our eye was attracted at once to that of section 81 of the charter, which section is under Title V, on taxes, funds, revenues and expenditures. It seemed to permit all that the enabling act would allow. The amended portion of the section reads as follows in the act passed:

"In case the Common Council shall order the whole, or any part, of the expense of any improvement or public work, or the amount of any proper municipal expenditure or liability, to be paid out of the public treasury of the city, and not by local assessment or otherwise, and the amount in the treasury, or already levied by general tax, shall not be sufficient for the purpose, the Common Council may borrow, upon [illegible] the necessary amount, and the same shall be raised in, and paid out of, the next general tax levy; *except, that in order to pay the same, or any part thereof, the Common Council may, at its election, cause to be issued the bonds of the city, maturing in not more than ten years from their date, and bearing such rate of interest as may be found necessary to effect a sale thereof, at not less than the par value of any such bond,* or said Common Council may direct the note or other obligation of the city to be executed under this section, which, however, shall be payable in not more than one year from its date; but nothing hereinbefore contained shall, in any wise, affect the right of the city to issue bonds under any of the other sections of this act or any other statute."

The amendment introduced into section 81 of the charter is denoted by italics. The charter amendment may give the Common Council the authority which the *Union* claims for it, if our indebtedness is not so near the 10 per cent. limit on assessed valuation of real estate as to bring the city within the terms of the constitutional amendment of 1874. The enabling act providing for the issue of water bonds by this city was amended so as to make the term of the bonds twenty years, on the ground that the city's indebtedness was near the limit of 10 per cent. on real estate valuation. If the indebtedness were not near that limit the bonds could have been drawn for fifty years, as originally proposed. If the city indebtedness is near 10 per cent. of real estate valuation, the charter amendment will be of no effect whatever for the purpose outlined by the *Union*, as it would be in violation of the following provision of the state constitution relating to cities that have exceeded the limit:

This section shall not be construed to prevent the issuing of certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes for amounts actually contained, or to be contained in the taxes for the year when such certificates or revenue bonds are issued and payable out of such taxes. Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds issued to provide for the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity.

It is of interest now to ascertain exactly the financial situation of the city. According to figures furnished the DEMOCRAT AND CHRONICLE by John Bower the 10 per cent. limit does not apply.

The charter provision gives the Common Council power that is practically unlimited, as the real estate assessment can be kept running up ahead of the 10 per cent. limit.

If the charter [illegible] the Governor [illegible] objection to such legislation. When the amendments are signed by the Governor, the expediency of action under the clause [illegible] above, [illegible] question. The short term of the bonds is an objection. But if it be decided to move under the provision, it may not be necessary to issue the full amount before opportunity is offered for a change by enabling act or otherwise. The main question is, do we need water so badly as to warrant action under the provision of the amended charter. The amendment should be submitted to good legal authority for an opinion as to its applicability to a new system of water supply, and as to the status of the bonds which would be required.

Union & Ad. May 12th/90.

HONOR TO WHOM HONOR IS DUE.

The UNION, very properly, is much commended for discovering an enabling act that nestles in the bosom of the charter amendments just passed by the Legislature, and answers all the purposes of the bill for an additional water supply which the up-country blackmailers succeeded in defeating. But far be it from the UNION to wear any portion of the laurels that belong to another. Columbus found America, but he did not make it. The honor of the origin and proposal of the charter amendment in question belongs wholly to Ald. Selye of the Ninth ward, who "builded "better than he knew." That amendment, as will be observed, is general and comprehensive in its terms. It was inserted in the charter bill as presented to the Legislature several years ago, and had no special reference to the necessity for an increased water supply. But, luckily, it now comes into play just the same to save the city from a water famine.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., MAY 12, 1890.

OFFICIAL PAPER OF THE CITY.

SUBSCRIPTION RATES.

One Year	$6 00
Six Months	3 00
Three Months	1 50
One Month	50
One Week	12
Weekly, per year	1 00

WAGNER CAR OUTRAGE ON THE TRAVELING PUBLIC.

Just what the relations of the Wagner Sleeping and Drawing Room Car Company are to the New York Central Railroad Company we do not know. It is said they are in interest and effect one and the same. Be that as it may, we do know that the public traveling by the Central railroad eastward from Rochester who desire seats in drawing room cars upon day trains are denied them and forced into sleepers—into the bed rooms of other people where they are compelled to breathe the foul atmosphere inseparable from the mattresses, pillows, sheets, blankets and upholstered furniture of such apartments. And what is more, four victims of this Wagner Car Corporation's greed are packed together into the seats of a single section, which occupies but little if any more space than two chairs in a drawing room car. Thus is extorted, from Rochester to New York, eight dollars for the miserable accommodations furnished where only four could be collected for decent drawing room service. Aside from the unsavory air, associations and surroundings of the bed room in the sleeping car, the passenger is deprived of the separation and comparative isolation which the drawing room car affords, and which alone are the excuse or justification for the exorbitant charges of the Wagner car corporation, in addition the fare paid the Central. We are not speaking of occasional cases, but of a studied system that has been pursued for months. The fact is, the Wagner Sleeping and Drawing Room Car Company has ceased to perform its drawing room car functions and is outraging and plundering the traveling public, as stated above, who desire drawing room service and are willing to pay for it, even the rates which the corporation arbitrarily establishes. When an agent of the corporation is asked to explain, his answer, under instructions, is that the traveler gets what he pays for—that is, the corporation does not sell him a seat in a drawing room car, but compels him to pay two dollars for one of four seats in the section of a bed room from Rochester to New York, when he desires a seat in a drawing room car, and does him no wrong because it does not pretend to furnish him a seat in

[illegible] the pleasure of the UNION to commend the Central Railroad Company for the excellence of its management whenever and wherever its management deserved commendation. But if it any [illegible] a Fang—the Wagner Sleeping and Drawing Room Car Company, it will not only deserve censure instead of praise, but it will certainly lose patronage. There are and there will continue to be, other ways of reaching New York than by either the Central or its West Shore appendix.

The UNION calls the attention of the State Railroad Commission to the failure of the Wagner Sleeping and Drawing Room Car Company to perform one of its functions in supplying the traveling public with Drawing Room cars for day travel, and to the outrage perpetrated by that company in forcing day travelers into sleeping cars and extorting from them Drawing Room car rates, and invokes the exercise by that Commission of its powers in the line of its duties. The law of its creation expressly provides that the provisions of the act shall apply not alone to railroads and railways, but "also to all sleeping and "drawing room car companies or corpora- "tions, and to all other associations, part- "nerships, companies or corporations en- "gaged in transporting passengers or "freight upon any railway as lessees or "otherwise." If the Wagner Company may call its bed room, or sleeping car, a drawing room car, and force people to take the Hobson choice of that or the ordinary passenger car, charging the regular rates for a chair in a drawing room car, why may it not, by the same logic, put on an ordinary passenger car, call it a Wagner sleeping or drawing room car, and charge just the same? Either this corporation, which is coining fortunes for its stockholders by exorbitant charges even when its service is what it should be, to say nothing of the custom of gratuities by which the cost of its porterage is saddled upon the traveling public—either this company should be compelled to perfom its functions of a Drawing Room, as well as a Sleeping Room, servant of the public, separately and distinctly, or it should be presented to the Attorney General of the State for prosecution and dissolution as the act creating the Railroad Commission contemplates and commands.

The Post-Express.

ROCHESTER, MONDAY, MAY 12.

IT WILL NOT DO, GENTLEMEN!

We are somewhat surprised that anybody should treat seriously the statement in the *Union* of Saturday that one of the clauses in the charter amendments passed by the legislature and now in the hands of the governor is an enabling act—authorizing the common council to build a new line of water works at an indefinite expense.

The clause relied upon is an amendment to section 81 of the city charter. The section is very long and deals with the method of providing for the regular annual outlay of the city and making appropriations for the various funds in the budget. The closing section is as follows:

In case the sums above mentioned or any of them shall prove insufficient for the purposes for which the same were raised, then the common council shall have power, by a vote of three-quarters of all the members elect, subject to the approval of the mayor, to provide for borrowing upon the credit of the city, so much money as may be deemed necessary to supply the deficiency, and the amount so borrowed shall be assessed and collected as part of the city taxes of the ensuing year in addition to the other sums provided for. In case the common council shall order the whole, or any part, of the expense of any improvement or public work, or the amount of any proper municipal expenditure or liability, to be paid out of the public treasury of the city, and not by local assessment or otherwise, and the amount in the treasury, or already levied by general tax, shall not be sufficient for the purpose, the common council may borrow, upon the credit of the city, the necessary amount, and the same shall be raised in, and paid out of, the next general tax levy; *except, that in order to pay the same, or any part thereof, the common council may, at its election, cause to be issued the bonds of the city maturing in not more than ten years from their date, and bearing such rate of interest as may be found necessary to effect a sale thereof, at not less than the par value of any such bond,* or said common council may direct the note or other obligation of the city to be executed under this section, which, however, shall be payable in not more than one year from its date, *but nothing hereinbefore contained shall in anywise affect the right of the city to issue bonds under any of the other sections of this act or any other statute.*

It will be seen that this amendment printed in italics does not authorize the common council to undertake any extraordinary work. It simply adds a new device for meeting deficiencies in appropriations for ordinary work by issuing ten year bonds.

It was not designed to cover any such thing as the construction of a new line of pipe to Hemlock lake and the attempt to construe it in that way would be a fraud.

The special water supply bill provided for bonds to a limited amount running twenty years, to be sold at not less than par and at [illegible]. It [illegible] provided [illegible] a sinking fund for the redemption of the bonds at maturity.

This provision of the charter amendment, if it be interpreted as covering the expenses of a new pipe line, sets no limit to expenditure, fixes no rate of interest, and provides no method of redemption. That a city already so overburdened as Rochester should enter upon an expensive work under such conditions is preposterous. Why, the very fact that the proposed bonds would be issued on the strength of a mere legal quibble would discredit them; and they could not be sold except at an enormous rate of interest to compensate investors for the risk. Moreover, their character would be injured by the provision of Article 8, section 11, of the constitution, which makes a sinking fund an essential point in the issue of bonds for the supply of water, though possibly that provision may be construed to apply only to water bonds issued in excess of 10 per cent. of the city indebtedness.

An attempt to bond the city for a sum not less than $1,500,000, and possibly much greater, under a loose and indefinite charter provision for meeting deficiencies in ordinary expenditures, should be treated as a scheme to plunder the municipality. This city cannot afford unlimited expenditure, unlimited rates of interest, unlimited operations in bonds by the common council, and unlimited liability without provision for meeting any of it.

If we are to spend a large additional amount for a new water supply, let us at least have the safeguard of a carefully drawn law, and not be victimized by sales of bonds of doubtful legality at *such rate of interest as may be found necessary to effect a sale thereof.*

If this charter amendment be made the pretext for such schemes as it is now put forward to cover, it is the plain duty of the governor to kill the thing at once. Interpreted so very liberally it would allow the common council to run the city into bankruptcy in a few months.

THE WATER SUPPLY.

A Charter Amendment and Its Bearing on the Question.

It is averred that section 81 of the amended charter, now in the hands of the governor, gives the city the power to sell bonds for additional water supply. The section referred to is published on the editorial page of to-day's POST-EXPRESS. City Attorney Ernst, when asked for his opinion regarding the council's powers under the amendment, made the following statement:

I know of no reason why section 81 of the city charter as recently amended does not confer upon the common council the power to do all that the defeated enabling act would have permitted that body to do in contemplation of our additional water supply, except that under the amended sections all bonds issued must be made redeemable at the expiration of ten years from the date of issue. The defeated bill provided that the term of the bonds should not exceed twenty years. With this exception the charter would seem to give the common council even greater freedom and discretion than the act would have conferred, for no sinking fund is required under the charter while the enabling act, in conformity with section 11 of article 8 of the constitution, contained a provision for raising annually a sum which would produce an amount equal to the sum of the principal and interest of the bonds at their maturity.

The city attorney is also reported to have said that he did not know how the provision came to be in the proposed charter amendment, as it was drawn up before his incumbency of the office. It is said that the section relating to bonding was first prepared about three years ago at the suggestion of Alderman Selye to facilitate local improvements.

Another attorney said: "Before the city could sell the bonds the purchasers would want to see if they were valid, and the opinion of learned counsel would have to be obtained to fortify the bonds. Perhaps it would be just as well to get those opinions now."

Judge George F. Danforth will probably be asked to prepare an opinion on the question for the chamber of commerce.

A POST-EXPRESS reporter sought the views this morning of a distinguished lawyer, who is an ex-city attorney. He said: "This is a complicated question, and one on which I would not like to give an opinion without considerable more inquiry than I have had opportunity to devote to the subject. In my opinion, an important question to be considered is whether the city has a right to condemn any lands necessary to procure an additional water supply. The original act limited the city to secure land needed for a supply of 9,000,000 gallons. Regarding the question as to whether the city has the right to increase the debt to over 10 per cent. of its assessed valuation I think the water works are excluded from this provision as the charter expressly says that the section referred to shall not be construed to prevent the issue of bonds to provide for the supply of water. Of course other sections of the charter will have to be examined before a conclusion can be reached. I don't think this question is as clear as mud. Another question it whether the common council has power to authorize the construction of water works. It may have power to pay for the work, but whether it has power to do it is another question. The original power to construct works was delegated by the legislature to a commission which has expired. I will say this: If the common council would have power to authorize the enlargement of the water works system, and put the whole expense in the city levy, then under this section, it could instead of putting the whole expense in the city levy, issue bonds as authorized by this section. Whether the council would also be required to provide for a sinking fund, is a question on which I haven't formulated an opinion as yet."

H. C. Brewster, cashier of the Traders' bank and vice-president of the chamber of commerce said: "I am certainly in favor of utilizing the charter provision in favor of [illegible] the water [illegible] competent legal opinion to protect us."

Secretary McClintock, of the chamber of commerce: "The council has apparently the right to go ahead with steps to build an additional conduit, but the first step to be taken, in my opinion, is to get the views of eminent counsel. I have examined the section of the charter under discussion and it apparent that the thing can be done. It is too serious a matter to express an off-hand opinion on. Let us see what the lawyers say."

No steps have been taken by the chamber of commerce, but a meeting of the executive committee of that body has been called for 4.30 this afternoon, and a meeting of the chamber will be held to-night. The question will be considered at these meetings.

May 15th/90.

[illegible] HERALD, THURSD[AY]

NEW SCHEME.

CITY WATER FROM AN ARTESIAN WELL.

Project for Increasing the Supply—Contract Entered Into Yesterday Afternoon—Test to be Made Before City is Bound.

The latest water project—one emanating from the fertile brain of J. Nelson Tubbs, chief engineer of the water works—is to utilize a supply that is thought can be obtained from an old artesian well in the town of Gates, about three miles from the City hall. It is hoped by this means that a water famine can be prevented this summer and that the city can be tided over until an additional conduit can be built. All this, it is thought, can be done at a moderate cost and without delay.

The well is located on the farm of P. J. J. Ernisse, who is a market gardener. It is located south of the Chili road and about 4,000 feet from the end of the city's main on Chili avenue. Of course, if the new scheme is found practicable, a pipe line will have to be laid for this distance. The well was sunk 24 years ago in the hope of finding salt, oil or gas. Instead a great volume of water was encountered, which, at the time, spouted from pipe at the surface and flooded the low lands thereabouts. Owing to the great pressure of the water the well was abandoned. For years the well has been plugged up, and its existence has almost been forgotten. Its exact depth is not known, and it is thought that it has been stopped up to some extent by stones thrown in by boys. Even now, however, the water spouts up to a height of two or three feet when the two-inch plug is removed from the big six-inch plug which fills the pipe. Mr. Tubbs hopes that by clearing out the well and pumping the water into the city mains enough can be obtained to materially help out the Hemlock supply. He thinks that perhaps as much as a million gallons per day can be thus added to the city supply.

William McConnell called Mr. Tubbs' attention to the old well about a week ago and negotiations have since been quietly going on between the executive board and Mr. and Mrs. Erinisse. After much chaffering a contract was finally signed about half past five o'clock yesterday afternoon between P. J. J. Ernisse and Mania J. Ernisse of the one part and Julius Armbruster, chairman of the executive board, of the other. By the terms of this document the city, if it decides to use the water, can take the entire supply, except so much as the Ernisses may need for household purposes, watering stock and for green-house purposes, for a consideration of $500 a year. Several conditions are clustered about this central fact, however. Before the contract becomes operative the executive board is accorded the right to clean out the well and test the quality and quantity of the water. If it does not want the water, then the contract is to have no effect. On the other hand, if the board officially expresses its determination to use the water, then the contract is to go into effect for five years, with the proviso that the city may withdraw after the beginning of the third year by paying for the whole of that year. But the city is held by the contract for three years whether the supply of water proves unfailing or not, should the board decide to use the well. The board is given permission to lay a pipe from the well to the north line of Mr. Ernisse's land or else, if another course should be found advisable, down the south line of the farm to the highway. The city is to leave the premises in as good condition as when taken and also to leave upon the property all buildings, fences, roads and walks constructed thereon. A certain space about the well—about 60 by 100 feet—is designated on which the executive board may locate its boiler, engine, etc.

Mr. Tubbs estimates that the cost of a pumping engine and boiler will be about $6,000, and that the pipe needed will cost about $5,000. Immediate preparations will be made to test the well. George W. Rafter will have charge of the work while Mr. Tubbs is out of town next week.

Following is Dr. Lattimore's analysis of the water:

J. Nelson Tubbs, esq., chief engineer water works, Rochester, N. Y.:

DEAR SIR: The following are the results of my analysis of a sample of water submitted by Mr. G. W. Rafter on the 9th instant:

	Parts in 100,000.	Grains in one U. S. gallon.
Total solids	35.00	20.41
Loss on ignition	10.50	6.12
Fixed residue	24.50	14.29
Sodium chloride	trace	trace
Ammonia, free	none	none
Ammonia, albumenoid	none	none
Nitrates	none	none
Nitrites	none	none
Hardness	21.50	12.54

The entire absence of ammonia, nitrates, nitrites and sodium chloride shows that this sample of water is free from organic impurities. The only objection to it consists in its hardness, which is three and a half times greater than the hardness of the present Hemlock lake water, due to the mineral matter, which is almost entirely calcium carbonate, with insignificant traces of magnesium carbonate, calcium sulphate and sodium chloride.

Very respectfully,
S. A. LATTIMORE.

Resolutions by G. H. Thomas Post

The Post-Express.

ROCHESTER, THURSDAY, MAY 15.

Analysis of the Well Water.

Dr. S. A. Lattimore's analysis of the water of the artesian well in Gates, which it is proposed to secure for the city's use, is as follows:

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Mr. Rafter of the water works department went out this morning to make estimates preparatory to beginning the work of testing the well. Said Mr. Tubbs this morning: "We shall pump the water directly into the Hemlock main on Chili avenue at a pressure a little greater than that in the main so as to force the water through the pipe system. The well water will then appear at those points where the Hemlock pressure is weakened or where there is increased draught. Consumers will notice no difference except that in parts of the city where the Hemlock pressure has been weak, the hardness of the well water will be observed when the water is used for washing purposes. I think it will take about ten days to prepare for the test."

The Post-Express.

ROCHESTER, WEDNESDAY, MAY 21.

WATER RATES.

The Basis on Which Schedules Should Be Determined.

Chief J. Nelson Tubbs of the water works department, delivered an address, to-day before the convention of the American Water Works association in Chicago, on "The Basis on Which Schedules of Water Rates Should Be Determined." In the course of his address he said:

It is a well understood fact that schedules of water rates for cities and towns in which water has just been introduced are usually established on the basis of the charges in other cities and towns of like population, where the works have been in operation for a considerable period, and not as the result of a detailed study of the elements of cost of construction and maintenance, and probable revenue. A little reflection will satisfy anyone that the usual plan is unphilosophical, and is simply guesswork. Whether the works are constructed and owned by a municipality or by a private company, the general rule remains the same, that in some way the works must be made to pay, otherwise the original and consequent continued investment would not be made. It is further true that the conditions as to source of supply, length of conduit, quality of soil and required size and length of distribution pipes, are not alike in any two towns and therefore the cost of construction and maintenance must necessarily be unlike; and as a consequence the schedules of water rates must differ for each town, provided they are fair and equitable alike to the owner and consumer. Assuming the correctness of the foregoing premises, the conclusion must follow, that some more rational method than the rule of thumb should be adopted to determine an approximately correct and equitable schedule of water rates for each case. I therefore respectfully submit to this association, for the consideration and criticism of its members, the following method for such determination: Determine the sum represented by the original cost of the works compounded at 4 per cent. per annum for twenty years; the sum represented by the estimated yearly cost of operating expenses and repairs, each said yearly sum compounded at 4 per cent. for its proper number of years, from 20 to 1; the sum represented by the estimated yearly cost of extension of pipe distribution, each said yearly sum compounded at 4 per cent. for its proper number of years, from 20 to 1, the sum of money which at the end of 20 years will represent the cost of metering each service as it is put in, including interest, repairs and depreciation, the life of a meter being taken at 12 years. The sum of the four preceding items will represent approximately the total cost of the works at the end of 20 years, including compound interest at 4 per cent. on each item of expenditure from the time it accrued to the end of the 20 year period. From the sum thus obtained deduct the estimated yearly hydrant rentals to be received for twenty years, each year's rental being compounded at 4 per cent. for the number of years from date of receipt to end of twenty years. The determination of yearly hydrant rental to be made in accordance with the method suggested in a paper read by me before this association, at its meeting in Cleveland two years ago. The resultant difference will represent the amount of expenditures made, together with accumulated interest for a period of twenty years, which said amount must be paid out of the receipts for water sold.

* * * * * * *

If the total expenditures at the end of twenty years, less the total hydrant rental, be divided by the total amount of water sold, we shall have as a result the rate at which the water must be sold to balance the account at the end of twenty years.

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Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The only fair and equitable way in which to sell water is by measure, as in the case of other merchantable commodities, and the corporation offering it for sale should furnish such measure, and when thus furnished it becomes a part of its stock in trade as much as any other part of its plant, the expenditure for which should be reimbursed by the consumer, in the rates paid by the consumer for the uses of water and for the same reason that the merchant charges such a percentage of profit in the sale of his goods as will reimburse him for the rental of his store, and for the supply of scales or other measures for the goods sold. I therefore assume for the purposes of this discussion that every water service should be metered, that the meter should be regarded as an integral part of the water works plant, and that the user of water should contribute in yearly rates such sum as will remunerate the owner of the works for procuring and maintaining said meters. While absolute correctness is not claimed for the foregoing method, yet it is claimed by the writer that it furnishes a simple, logical and approximately correct method by which a company or a municipality may determine upon a rational and equitable schedule of water rates from the beginning, so that on one hand the work shall pay as an investment, and on the other hand that the consumer shall not be overcharged and oppressed by excessive charges for water.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MAY 22, 1890.

THE EAST SIDE SEWER.

Disposition of Sewage by Filtration Favored by Mr. Rafter.

The meeting of the East Side Taxpayers' Association held at the Chamber of Commerce rooms last evening was fairly attended. Mayor Carroll was present and occupied a seat beside the presiding officer, George H. Newell. In opening the meeting the president made a short address defining the position and purposes of the association. Knowing that the construction of the east side sewer must be undertaken without delay, and believing that an enterprise of such magnitude, involving not only a large outlay of money, but also the health and lives of a very large portion of our citizens, demanded prompt and energetic action, the association had been formed with a view of securing the best possible construction at a reasonable outlay. The object of the meeting, said the chairman, was to listen to some plans and propositions recently submitted to the executive committee by G. W. Rafter.

Mr. Rafter was introduced and read a paper on the subject of sewage disposition, giving facts and figures in support of the theories advanced. The causes which necessitated the building of an east side sewer were well known, said the speaker. The east side sewer question has been from the first a question of sewage disposal. The importance of this point would be seen when the fact is considered that a considerable financial saving may be brought about by the adoption of the method of intermittent filtration. He did not think electrical or chemical disposition practical in this case. There are various ways of disposing of sewage, said Mr. Rafter. One is to discharge crude sewage into natural bodies of water. In the present case it would not be practical either to discharge into Irondequoit bay or Lake Ontario. Neither is it practical to discharge the sewage into the Genesee river. The discharge of the raw sewage of the city would be far too great for the minimum flow of the Genesee river, and would unavoidably create a nuisance during the summer months. The sewage should be submitted to some form of purification.

The methods of chemical, lime and electrical treatment of sewage were discussed and their impracticability in the present case shown. The speaker favored intermittent filtration. He did not believe that the sewage of the east side should be taken to the Genesee river by a belt sewer, but thought that it should be disposed of in the town of Irondequoit by filtration, and felt that such a course would be the cheaper one. He suggested that 100 or 150 acres be first purchased, as this would give room for the growth of the city. The necessity of establishing chemical purification works would be obviated by the adoption of the plan set out by Mr. Rafter. Appreciation was expressed for Emil Kuichling's work in connection with the east side sewer project. It was suggested that Hiram F. Mills, engineer of the Massachusetts Board of Health, be asked to make a review of the east side sewer question. The meeting adjourned after extending a vote of thanks to Mr. Rafter.

ROCHESTER MORNING HERALD
May 23d 1890.

NEGLECTED ROADS

ARE EXPENSIVE FOR ANY LOCALITY.

Good Highways Always Tend to Increase in Value All Adjacent Property—Facts and Figures Which Speak for Themselves.

In an address delivered before the state board of agriculture at its recent annual meeting in Harrisburg, says The Philadelphia Record, Henry W. Kratz, of Schwenksville, made a powerful argument upon the advantages which both town and country derive from good suburban roads:

"The rise in values of land in those portions of Montgomery and Delaware counties lying near to the city of Philadelphia [illegible] due to [illegible] which have greatly enlarged the territory suitable for suburban residences. Millions of dollars have thus been added to the wealth of these counties. In other parts of this state [illegible] to ten miles from [illegible] railroad whose value is at a minimum, not because of any lack of fertility, good building or any other thing which makes a farm inherently valuable, but simply because of the inaccessibility through the poor roads. If located near a good road those farms would at once become more valuable. One might as well live on an island as on a farm that is practically cut off from town, railroad and postoffice by bad roads during at least four months in the year.

"It is sometimes argued that the enormous expansion of our railway system has led to a corresponding neglect of our ordinary roads; that we are no longer dependent on wagons and horses for the transportation of freight and passengers from city to city. This assertion furnishes no good reason for neglect of roads, for it is an indisputable fact that 99 per cent. of the freight that is transported by rail or water has to be hauled over a road or street to the railroad station, and the same is true of the freight after it reaches its destination.

"All our trade organizations in natural products must find their way over a highway before they can reach market and obtain their value; and therefore good roads at all seasons of the year are a necessity for the greater prosperity of town and country. And I can see no reason why the common road system should not in some degree at least receive the same kind of attention and concern which the development and improvement of the railway and steamship systems have received. The saving and cost of transportation which a good road makes over a poor one is much greater than most people suppose, and the cost often determines the question of profit or loss.

"In the census of 1880 an attempt was made to get a fair estimate of the average cost of hauling grain from the farm to the railroad station. The estimates returned varied greatly, from 30 cents to $3 for hauling 100 bushels one mile. But it appeared that the average cost of hauling 100 bushels one mile was 60 cents at least. In most of the western wheat regions it was stated that if wheat has to be hauled more than eighteen or twenty miles to reach a railroad or water this land carriage, in ordinary years, eats up the profits of culture. According to the estimates received, it costs the ordinary farmer more to carry each bushel of wheat a mile than it does the ordinary railroad to carry a ton.

"This matter of hauling at a heavy expense has incited a great deal of attention in the western states, and some interesting estimates have been made by experts in Illinois, a state whose topography is generally level, and would, therefore, seem to be favorable to good roads. These experts calculated that for two-thirds of the year not more than one-half can be hauled of what in the best season is considered a good load. This means that a horse whose earnings would be $150 a year on good roads can earn only $100 on poor roads. Professor Ely has estimated that poor roads cost the farmer on an average at least $15 per horse a year.

"In 'Gilmore's Practical Treatise on Roads, Streets and Improvements' the following table, resulting from trials made with a dynamometer attached to a wagon moving at a slow pace upon a level, is given to show the force of traction in pounds upon several different kinds of road surface in fair condition, the weight of wagon and load being one ton of 2,240 pounds:

	Pounds.
On telford road	46
On road covered with six inches of broken stones laid on concrete foundations	65
On road made with thick coating of gravel laid on earth, from 140 to	147
On common earth road	200

"This shows that it requires three times as much force to pull a load over a common country road as one macadamized, and more than four times as much power as on a telford or one of broken stone on a concrete foundation.

"When it is remembered that through the greater part of the year the country roads are in poor condition, some idea may be gained of the immense loss in horse power which they cause to the farmer. It is plain, therefore, that when the roads are so improved that a farmer can get over fifteen miles of good road with no more trouble and expenditure of horse power than is required over ten miles of bad road, five miles have been added to the territory tributary to the city's market, and that the advantage is, therefore, mutual between town and country. But in the face of these facts, it seems that the solution of this question must in a great measure be solved by long and constant agitation and labored effort to show by mathematical demonstration that good roads are advantageous and economical.

"This method of molding and educating public opinion to such needed reform [illegible] comprehensible.

[illegible]
EXPRESS: THURSDA[Y]

THE ART EXHIBITION.

The annual [illegible] of the Rochester Art Club [illegible] any held outside of New York city; and with the encouragement that is given by a large proportion of sales, it becomes easier each year to secure the best work produced by the best American artists.

It is a gratifying fact that Rochester has gained the reputation in New York and elsewhere of being an important art center. Many artists are glad to send their best work here, though they cannot be persuaded to send their pictures to other cities.

It is eminently fitting that the Chamber of Commerce, which has given its rooms for the exhibition, should aid the efforts of the Art Club in advancing the art interests of the city, for that advancement should be the natural result of commercial progress and the development of material wealth. By the encouragement that may be given by the members of that institution every branch of art might be fostered in our city. It is to be regretted that the American people do less for the art student than any other nation in the world, and that so many are forced to seek training in foreign countries which should be had at home.

In the nations of antiquity we look to art for the evidences of the highest culture and refinement among their people. Though there is still so much to be desired in the way of facilities for art and appreciation for art here, nothing is clearer than the fact that there has been a wonderful change in both respects within the last twenty years. If the achievement be not yet great the prospects are bright. The number of people devoted to art, and especially the number of women, has increased wonderfully, the quality of the work has advanced, and the market for pictures has improved rapidly. There is now in Rochester, as well as in New York, Boston, and the larger cities, a public that recognizes good painting and is wealthy enough to pay for it.

The conviction that an appreciation of art is an advantage and stimulus, not only to the professional artist but to those in other occupations—especially to the artisan—has also been gaining ground for years. In consequence of this, schools of industrial art are being established in our cities. Rochester has already a mechanic's institute where mechanical and free-hand drawing are taught, and drawing is a necessary part of the course in our common schools.

The members of the Art club, realizing the benefit that they themselves receive from familiarity with the work of the best artists, both in the knowledge of technique, and the more intellectual phases of art training, wish to share those advantages with as many others as possible. Accordingly they have made arrangements to admit all attendants at the schools at a greatly reduced fee on Saturday next.

ROCHESTER MORNING HERALD
May 30th, '90

GOOD HIGHWAYS.

THEY ARE IMPORTANT TO ALL COMMUNITIES.

Benefits Derived from Improved Roads can Scarcely be Rated Too High—England's Miles of Macadam.

In a paper read before the Buffalo Economic association, Dr. Charles S. Butler said:

Of all the questions affecting the welfare of our people there is none of greater importance than a thorough system of scientifically constructed highways over which they may pass to and fro in their commercial and social relations with one another. Hitherto it has received but little attention. True there have been periods of awakening to the importance of the subject, and in 1869 interest sufficient was aroused in New England to begin a system of improved highway construction.

But on the whole little or no progress has been made, and we are today constructing and maintaining our roads under the system introduced into this country from England in the early days of the republic, consisting of elective township and district road officers and labor tax—a remnant of the times of feudal vassalage, when one of the tenures by which land was held was the obligation to make the road passable for the troops of the lord of the manor.

To the farmer the market means the nearest railway station, and when we reflect that in the state of New York there are only 7,500 miles of railway, against 100,000 or more miles of roadway, we shall see what a limited number, after all, are reached by the former and the vast multitude that are of necessity required to use the latter.

[illegible] the necessity for good roads?

Between 1760 and 1773 England enacted no less than 452 laws for the improvement of her highways. But out of this great mass of legislation came little [illegible], and it was not until an act was finally passed, in 1775, placing the construction and repair of the roads under control of the state, that anything like beneficent and permanent results followed, and which, before the close of the century, enabled England to so perfect her highways that commerce was no longer repressed by difficulty of transport, and a vast expansion of traffic was the immediate result.

England is today crossed and recrossed by 50,000 or more miles of Macadam roadway, and it is easy of demonstration that nothing—except perhaps the repeal of her corn laws—has added so much to the intellectual and material prosperity of her citizens during the past century as her enlightened policy of highway construction and repair.

Never in the history of the United States were internal commerce and communication so effectually blocked, except by railways, as during the past winter. Much of the time from November until May the roads were in an impassable conditon. Grain and produce in the hands of the farmers in April should have been marketed long before. The country merchant, requiring to replenish his stock in order to maintain his trade, was compelled to pay two or three profits to get the goods from the railway station to his store, because of the impassable condition of the highways.

With good roads all this would be changed and one of the strongest influences in the fluctuations of the market eliminated. Prices would not be depressed on account of a necessity for reaching the market at a particular time, nor advanced because of the inability of the farmer to transport his products over the public highways, but steady, uniform prices prevail, as the supply would be regulated by the demand.

In looking through the assessors' report from 1877 to 1888 one is startled by the steadily decreasing value of farm property within New York state, while the report for 1889 says: "There continues to be a marked depreciation in the value of farm land in nearly every county and the depression among the farmers continues, with the prospect for improvement not good. Many assert that after paying expenses they cannot realize from their farms sufficient to pay the interest on mortgages, and consequently thousands of farmers are falling into the hands of the mortgagers annually."

Is it possible that the citizens of the state can longer look upon this condition of the farmers with complacency?

Is there no remedy for this steadily decreasing value of the farm lands of the state?

I am credibly informed that the garden counties about Philadelphia have suffered a like depression in the value of agricultural property, except where values have been held up by local improvement; the local improvement here referred to being the recently constructed turnpike along which lands have not only maintained their value but have actually enhanced.

Governor De Witt Clinton, one of the most progressive and far seeing of all our statesmen—the projector of the Erie canal, and for which he was actually put on trial for impeachment—said, "Every judicious improvement in the establishment of roads and bridges increases the value of land, enhances the price of commodities and augments the public wealth," while a committee of the house of commons, in the early part of the present century, in a report urging the advantages of good roads, used the following language:

"By the improvement of the highways every branch of our agricultural, commercial and manufacturing industries would be materially benefited. Every article brought to market would be diminished in price, and the number of horses would be so much reduced that by this and other retrenchments the expense of not less than £5,000,000 sterling would be annually saved to the public. The expense of repairing roads, the wear and tear upon horses and carriages would be essentially diminished, and thousands of acres, the products of which are now wasted in feeding unnecessary horses, would be devoted to the production of food for men. In short, the public and private advantages which would result from effecting that great object—improvement of highways—are incalculable."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JUNE 13, 1890.

OFFICIAL PAPER OF THE CITY.

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LET THE TRIAL BE MADE.

Mr. Armbruster of the Executive Board is represented by the Rochester Democrat as saying: "The members of the board "with Engineer Tubbs have discussed the "question [of water storage] from every "point and we all agree that the scheme "is impracticable." In other words, the members of the Executive Board have consulted Engineer Tubbs, and Engineer Tubbs has told them the scheme is impracticable, and that settles it. We do not think it ought to settle it. The question, aside from the temporary deprivation of use of water, is one of engineering skill—of the science and art of utilizing materials and forces to accomplish a desired end. Now, the members of the Executive Board, Messrs. Armbruster, Barnard and Aldridge, are not engineers, and know no more of engineering than the UNION, which does not pretend to know anything of engineering. For their judgment upon matters within their sphere of knowledge and experience, the UNION has the utmost respect. But upon an important point where engineers themselves differ, the UNION cannot regard them as more competent than itself to decide, and it is free to confess its utter incompetency. Thus viewing the case, we cannot but think that it *is* the duty of the Executive Board, if any engineer of recognized standing begs leave to differ with Engineer Tubbs and declares the scheme practicable, to let him make the trial. Such an engineer the Executive Board has in its employ in the engineering department of the Water Works department under their charge—Mr. George W. Rafter, who is the working engineer of that department and ranks, we believe, as "First Assistant Engineer." Mr. Rafter says the scheme *is* practicable, and authorizes his opinion to be given to the public. The only arguments that can be urged against allowing Mr. Rafter to make the trial, the success or non-success of which can be mathematically calculated, if not decided, by a few experiments—by a single experiment perhaps, affecting and inconveniencing temporarily only a portion of the whole city, are those of don't know and apprehension with which Engineer Tubbs has evidently filled the members of the Executive Board. Engineer Tubbs, who instantly answers "here!" whenever a citizen or a city journal ventures to make a suggestion with regard to the Water Works, regards such suggestion as both a personal and professional affront to himself, and assumes the functions of the Executive Board to reject it, should be allowed to stand aside just long enough to enable the people of Rochester to observe if there be not some other engineer who knows something about engineering in connection with the Water Works. We believe a large majority of citizens desire, and will be gratified by, an order from the Executive Board to Assistant Engineer Rafter to go ahead and make the trial which his judgment tells him will prove successful, whether the event proves him mistaken or not.

Our Empty Reservoir.

Editor Union and Advertiser:

SIR—Of the suggestion to increase the storage at Rush Mr. Tubbs, in his very characteristic letter to the UNION, says: "Of course the obstinate fact obtrudes itself at once in considering the mere outline of this plan, that somebody must be restricted in the use of water." Just think of it, somebody, perhaps a voter—must be restricted—sickening thought! Has it come to this? Has Tubbs built water works for this—to limit in any way the amount of water that any person, firm or corporation may use? Water is free, it has only cost us about seven million so far to get water to fool away! What do plain, unofficial citizens know about water works administration?—let it run.

After us the deluge—but don't let us "restrict" anybody, restrictions are unpopular. So let us be popular and have a water famine, as in that case we win,—we *said* water famine—"we are the people" says Tubbs.

H. O.

IRONDEQUOIT BAY

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Democrat and Chronicle
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It is not with Mr. Tubbs that the people should deal in this matter, however, but with the Executive Board which has absolute and entire control of the water works system. It is the duty of that body to take every precautionary measure to avert the water famine which Mr. Tubbs predicts so confidently; and Messrs. Armbruster, Barnard and Aldrich may rest assured that the public will not remain content with the present policy of inactivity and submission.

He Made a Mistake.

To the Editor of the DEMOCRAT AND CHRONICLE.

SIR:—When in the summer of 1888, citizens stifled with clouds of dust urged that certain streets should be sprinkled from the Holley system, it was said to be impossible. Aldrich, Tubbs, *et hoc genus omne* said it can't be done, but, thanks to the daily papers, it *was* done, and is still done, and the heavens have not fallen. Now that people who care more for the city's welfare than for the dictum of the autocrat who dispenses the people's water as it will do (him) the most good, want some intelligent work done in the direction of storing water against an emergency, we are met by the same objection, and for the same reason. If the newspapers will again serve the public interests, and they will, we shall see this objection melt away, and if the principal objector is removed with his objection, so much the better. It is time for a change in the engineering management, and the sooner it is made the better the city will be served. The people have been remarkably patient under an administration conducted without regard to expense, conservation of the supply, or anything but keeping a situation in spite of the changes in the political complexion of the Executive Board.

But it is time to insist that a department of the city government so vital to the interests of the whole population, should be [illegible] in the hands of an engineer who [illegible]

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... sell water is by measure, as in the case of other merchantable commodities, and the corporation offering it for sale should furnish such measure, and when thus furnished it becomes a part of its stock in trade as much as any other part of its plant, the expenditure for which should be re-incurred by the consumer, in the rates paid by the consumer for the uses of water and for the same reason that the merchant charges such a percentage of profit in the sale of his goods as will reimburse him for the rental of his store, and for the supply of scales or other measures for the goods sold. I therefore assume for the purposes of this discussion that every water service should be metered, that the meter should be regarded as an integral part of the water works plant, and that the user of water should contribute in yearly rates such sum as will remunerate the owner of the works for procuring and maintaining said meters. While absolute correctness is not claimed for the foregoing method, yet it is claimed by the writer that it furnishes a simple, logical and approximately correct method by which a company or a municipality may determine upon a rational and equitable schedule of water rates from the beginning, so that on one hand the work shall pay as an investment, and on the other hand that the consumer shall not be overcharged and oppressed by excessive charges for water.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., MAY 22, 1890.

THE EAST SIDE SEWER.

Disposition of Sewage by Filtration Favored by Mr. Rafter.

The meeting of the East Side Taxpayers' Association held at the Chamber of Commerce rooms last evening was fairly attended. Mayor Carroll was present and occupied a seat beside the presiding officer, George H. Newell. In opening the meeting the president made a short address defining the position and purposes of the association. Knowing that the construction of the east side sewer must be undertaken without delay, and believing that an enterprise of such magnitude, *involving not only* a large outlay of money, *but also* the health and lives of a very large portion of our citizens, demanded prompt and energetic action, the association had been formed with a view of securing the best possible construction at a reasonable outlay. The object of the meeting, said the chairman, was to listen to some plans and propositions recently submitted to the executive committee by G. W. Rafter.

Mr. Rafter was introduced and read a paper on the subject of sewage disposition, giving facts and figures in support of the theories advanced. The causes which necessitated the building of an east side sewer were well known, said the speaker. The east side sewer question has been from the first a question of sewage disposal. The importance of this point would be seen when the fact is considered that a considerable financial saving may be brought about by the adoption of the method of intermittent filtration. He did not think electrical or chemical disposition practical in this case. There are various ways of disposing of sewage, said Mr. Rafter. One is to discharge crude sewage into natural bodies of water. In the present case it would not be practical either to discharge into Irondequoit bay or Lake Ontario. Neither is it practical to discharge the sewage into the Genesee river. The discharge of the raw sewage of the city would be far too great for the minimum flow of the Genesee river, and would unavoidably create a nuisance during the summer months. The sewage should be submitted to some form of purification.

The methods of chemical, lime and electrical treatment of sewage were discussed and their impracticability in the present case shown. The speaker favored intermittent filtration. He did not believe that the sewage of the east side should be taken to the Genesee river by a belt sewer, but thought that it should be disposed of in the town of Irondequoit by filtration, and felt that such a course would be the cheaper one. He suggested that 100 or 150 acres be first purchased, as this would give room for the growth of the city. The necessity of establishing chemical purification works would be obviated by the adoption of the plan set out by Mr. Rafter. Appreciation was expressed for Emil Kuichling's work in connection with the east side sewer project. It was suggested that Hiram F. Mills, engineer of the Massachusetts Board of Health, be asked to make a review of the east side sewer question. The meeting adjourned after extending a vote of thanks to Mr. Rafter.

ROCHESTER MORNING HERALD

May 23d 1890.

NEGLECTED ROADS

ARE EXPENSIVE FOR ANY LOCALITY.

Good Highways Always Tend to Increase in Value All Adjacent Property—Facts and Figures Which Speak for Themselves.

In an address delivered before the state board of agriculture at its recent annual meeting in Harrisburg, says The Philadelphia Record, Henry W. Kratz, of Schwenksville, made a powerful argument upon the advantages which both town and country derive from good suburban roads:

"The rise in values of land in those portions of Montgomery and Delaware counties lying near to the city of Philadelphia ... due to ... which have greatly enlarged the territory suitable for suburban residences. Millions of dollars have thus been added to the wealth of these counties. In other parts of this state there are ... to ten miles from any town or railroad, whose value is at a minimum, not because of any lack of fertility, good building or any other thing which makes a farm inherently valuable, but simply because of the inaccessibility through the poor roads. If located near a good road those farms would at once become more valuable. One might as well live on an island as on a farm that is practically cut off from town, railroad and postoffice by bad roads during at least four months in the year.

"It is sometimes argued that the enormous expansion of our railway system has led to a corresponding neglect of our ordinary roads; that we are no longer dependent on wagons and horses for the transportation of freight and passengers from city to city. This assertion furnishes no good reason for neglect of roads, for it is an indisputable fact that 99 per cent. of the freight that is transported by rail or water has to be hauled over a road or street to the railroad station, and the same is true of the freight after it reaches its destination.

"All our trade organizations in natural products must find their way over a highway before they can reach market and obtain their value; and therefore good roads at all seasons of the year are a necessity for the greater prosperity of town and country. And I can see no reason why the common road system should not in some degree at least receive the same kind of attention and concern which the development and improvement of the railway and steamship systems have received. The saving and cost of transportation which a good road makes over a poor one is much greater than most people suppose, and the cost often determines the question of profit or loss.

"In the census of 1880 an attempt was made to get a fair estimate of the average cost of hauling grain from the farm to the railroad station. The estimates returned varied greatly, from 30 cents to $2 for hauling 100 bushels one mile. But it appeared that the average cost of hauling 100 bushels one mile was 60 cents at least. In most of the western wheat regions it was stated that if wheat has to be hauled more than eighteen or twenty miles to reach a railroad or water this land carriage, in ordinary years, eats up the profits of culture. According to the estimates received, it costs the ordinary farmer more to carry each bushel of wheat a mile than it does the ordinary railroad to carry a ton.

"This matter of hauling at a heavy expense has incited a great deal of attention in the western states, and some interesting estimates have been made by experts in Illinois, a state whose topography is generally level, and would, therefore, seem to be favorable to good roads. These experts calculated that for two-thirds of the year not more than one-half can be hauled of what in the best season is considered a good load. This means that a horse whose earnings would be $150 a year on good roads can earn only $100 on poor roads. Professor Ely has estimated that poor roads cost the farmer on an average at least $15 per horse a year.

"In 'Gilmore's Practical Treatise on Roads, Streets and Improvements' the following table, resulting from trials made with a dynamometer attached to a wagon moving at a slow pace upon a level, is given to show the force of traction in pounds upon several different kinds of road surface in fair condition, the weight of wagon and load being one ton of 2,240 pounds:

	Pounds.
On telford road	46
On road covered with six inches of broken stones laid on concrete foundations	53
On road made with thick coating of gravel laid on earth, from 140 to	147
On common earth road	200

"This shows that it requires three times as much force to pull a load over a common country road as one macadamized, and more than four times as much power as on a telford or one of broken stone on a concrete foundation.

"When it is remembered that through the greater part of the year the country roads are in poor condition, some idea may be gained of the immense loss in horse power which they cause to the farmer. It is plain, therefore, that when the roads are so improved that a farmer can get over fifteen miles of good road with no more trouble and expenditure of horse power than is required over ten miles of bad road, five miles have been added to the territory tributary to the city's market, and that the advantage is, therefore, mutual between town and country. But in the face of these facts, it seems that the solution of this question must in a great measure be solved by long and constant agitation and labored effort to show by mathematical demonstration that good roads are advantageous and economical.

"This method of molding and educating public opinion to such needed reform ... comprehensible.

Open Evenings
69 EAST MAIN STREET
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EXPRESS: THURSDA[Y]

THE ART EXHIBITION.

... any held outside of New York city; and with the encouragement that is given by a large proportion of sales, it becomes easier each year to secure the best work produced by the best American artists.

It is a gratifying fact that Rochester has gained the reputation in New York and elsewhere of being an important art center. Many artists are glad to send their best work here, though they cannot be persuaded to send their pictures to other cities.

It is eminently fitting that the Chamber of Commerce, which has given its rooms for the exhibition, should aid the efforts of the Art Club in advancing the art interests of the city, for that advancement should be the natural result of commercial progress and the development of material wealth. By the encouragement that may be given by the members of that institution every branch of art might be fostered in our city. It is to be regretted that the American people do less for the art student than any other nation in the world, and that so many are forced to seek training in foreign countries which should be had at home.

In the nations of antiquity we look to art for the evidences of the highest culture and refinement among their people. Though there is still so much to be desired in the way of facilities for art and appreciation for art here, nothing is clearer than the fact that there has been a wonderful change in both respects within the last twenty years. If the achievement be not yet great the prospects are bright. The number of people devoted to art, and especially the number of women, has increased wonderfully, the quality of the work has advanced, and the market for pictures has improved rapidly. There is now in Rochester, as well as in New York, Boston, and the larger cities, a public that recognizes good painting and is wealthy enough to pay for it.

The conviction that an appreciation of art is an advantage and stimulus, not only to the professional artist but to those in other occupations—especially to the artisan—has also been gaining ground for years. In consequence of this, schools of industrial art are being established in our cities. Rochester has already a mechanic's institute where mechanical and free-hand drawing are taught, and drawing is a necessary part of the course in our common schools.

The members of the Art club, realizing the benefit that they themselves receive from familiarity with the work of the best artists, both in the knowledge of technique, and the more intellectual phases of art training, wish to share those advantages with as many others as possible. Accordingly they have made arrangements to admit all attendants at the schools at a greatly reduced fee on Saturday next.

ROCHESTER MORNING HERALD

May 30th '90

GOOD HIGHWAYS.

THEY ARE IMPORTANT TO ALL COMMUNITIES.

Benefits Derived from Improved Roads can Scarcely be Rated Too High—England's Miles of Macadam.

In a paper read before the Buffalo Economic association, Dr. Charles S. Butler said:

Of all the questions affecting the welfare of our people there is none of greater importance than a thorough system of scientifically constructed highways over which they may pass to and fro in their commercial and social relations with one another. Hitherto it has received but little attention. True there have been periods of awakening to the importance of the subject, and in 1869 interest sufficient was aroused in New England to begin a system of improved highway construction.

But on the whole little or no progress has been made, and we are today constructing and maintaining our roads under the system introduced into this country from England in the early days of the republic, consisting of elective township and district road officers and labor tax—a remnant of the times of feudal vassalage, when one of the tenures by which land was held was the obligation to make the road passable for the troops of the lord of the manor.

To the farmer the market means the nearest railway station, and when we reflect that in the state of New York there are only 7,500 miles of railway, against 100,000 or more miles of roadway, we shall see what a limited number, after all, are reached by the former and the vast multitude that are of necessity required to use the latter.

... the necessity for good roads?

Between 1760 and 1773 England enacted no less than 452 laws for the improvement of her highways. But out of the great mass of legislation came little relief, and it was not until an act was finally passed, in 1775, placing the construction and repair of the roads under control of the state, that anything like beneficent and permanent results followed, and which, before the close of the century, enabled England to so perfect her highways that commerce was no longer repressed by difficulty of transport, and a vast expansion of traffic was the immediate result.

England is today crossed and recrossed by 50,000 or more miles of Macadam roadway, and it is easy of demonstration that nothing—except perhaps the repeal of her corn laws—has added so much to the intellectual and material prosperity of her citizens during the past century as her enlightened policy of highway construction and repair.

Never in the history of the United States were internal commerce and communication so effectually blocked, except by railways, as during the past winter. Much of the time from November until May the roads were in an impassable conditon. Grain and produce in the hands of the farmers in April should have been marketed long before. The country merchant, requiring to replenish his stock in order to maintain his trade, was compelled to pay two or three profits to get the goods from the railway station to his store, because of the impassable condition of the highways.

With good roads all this would be changed and one of the strongest influences in the fluctuations of the market eliminated. Prices would not be depressed on account of a necessity for reaching the market at a particular time, nor advanced because of the inability of the farmer to transport his products over the public highways, but steady, uniform prices prevail, as the supply would be regulated by the demand.

In looking through the assessors' report from 1877 to 1888 one is startled by the steadily decreasing value of farm property within New York state, while the report for 1889 says: "There continues to be a marked depreciation in the value of farm land in nearly every county and the depression among the farmers continues, with the prospect for improvement not good. Many assert that after paying expenses they cannot realize from their farms sufficient to pay the interest on mortgages, and consequently thousands of farmers are falling into the hands of the mortgagers annually."

Is it possible that the citizens of the state can longer look upon this condition of the farmers with complacency?

Is there no remedy for this steadily decreasing value of the farm lands of the state?

I am credibly informed that the garden counties about Philadelphia have suffered a like depression in the value of agricultural property, except where values have been held up by local improvement; the local improvement here referred to being the recently constructed turnpike along which lands have not only maintained their value but have actually enhanced.

Governor De Witt Clinton, one of the most progressive and far seeing of all our statesmen—the projector of the Erie canal, and for which he was actually put on trial for impeachment—said, "Every judicious improvement in the establishment of roads and bridges increases the value of land, enhances the price of commodities and augments the public wealth," while a committee of the house of commons, in the early part of the present century, in a report urging the advantages of good roads, used the following language:

"By the improvement of the highways every branch of our agricultural, commercial and manufacturing industries would be materially benefited. Every article brought to market would be diminished in price, and the number of horses would be so much reduced that by this and other retrenchments the expense of not less than £5,000,000 sterling would be annually saved to the public. The expense of repairing roads, the wear and tear upon horses and carriages would be essentially diminished, and thousands of acres, the products of which are now wasted in feeding unnecessary horses, would be devoted to the production of food for men. In short, the public and private advantages which would result from effecting that great object—improvement of highways—are incalculable."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JUNE 13, 1890.

OFFICIAL PAPER OF THE CITY.

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LET THE TRIAL BE MADE.

Mr. Armbruster of the Executive Board is represented by the Rochester Democrat as saying: "The members of the board "with Engineer Tubbs have discussed the "question [of water storage] from every "point and we all agree that the scheme "is impracticable." In other words, the members of the Executive Board have consulted Engineer Tubbs, and Engineer Tubbs has told them the scheme is impracticable, and that settles it. We do not think it ought to settle it. The question, aside from the temporary deprivation of use of water, is one of engineering skill—of the science and art of utilizing materials and forces to accomplish a desired end. Now, the members of the Executive Board, Messrs. Armbruster, Barnard and Aldridge, are not engineers, and know no more of engineering than the UNION, which does not pretend to know anything of engineering. For their judgment upon matters within their sphere of knowledge and experience, the UNION has the utmost respect. But upon an important point where engineers themselves differ, the UNION cannot regard them as more competent than itself to decide, and it is free to confess its utter incompetency. Thus viewing the case, we cannot but think that it is the duty of the Executive Board, if any engineer of recognized standing begs leave to differ with Engineer Tubbs and declares the scheme practicable, to let him make the trial. Such an engineer the Executive Board has in its employ in the engineering department of the Water Works department under their charge—Mr. George W. Rafter, who is the working engineer of that department and ranks, we believe, as "First Assistant Engineer." Mr. Rafter says the scheme *is* practicable, and authorizes his opinion to be given to the public. The only arguments that can be urged against allowing Mr. Rafter to make the trial, the success or non-success of which can be mathematically calculated, if not decided, by a few experiments—by a single experiment perhaps, affecting and inconveniencing temporarily only a portion of the whole city, are those of don't know and apprehension with which Engineer Tubbs has evidently filled the members of the Executive Board. Engineer Tubbs, who instantly answers "here!" whenever a citizen or a city journal ventures to make a suggestion with regard to the Water Works, regards such suggestion as both a personal and professional affront to himself, and assumes the functions of the Executive Board to reject it, should be allowed to stand aside just long enough to enable the people of Rochester to observe if there be not some other engineer who knows something about engineering in connection with the Water Works. We believe a large majority of citizens desire, and will be gratified by, an order from the Executive Board to Assistant Engineer Rafter to go ahead and make the trial which his judgment tells him will prove successful, whether the event proves him mistaken or not.

Our Empty Reservoir.

Editor Union and Advertiser:

SIR—Of the suggestion to increase the storage at Rush Mr. Tubbs, in his very characteristic letter to the UNION, says: "Of course the obstinate fact obtrudes itself at once in considering the mere outline of this plan, that somebody must be restricted in the use of water." Just think of it, somebody, perhaps a voter—must be restricted—sickening thought! Has it come to this? Has Tubbs built water works for this—to limit in any way the amount of water that any person, firm or corporation may use? Water is free, it has only cost us about seven million so far to get water to fool away! What do plain, unofficial citizens know about water works administration?—let it run.

After us the deluge—but don't let us "restrict" anybody, restrictions are unpopular. So let us be popular and have a water famine, as in that case we win,—we *said* water famine—"we are the people" says Tubbs. H. O.

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ROCHESTER MORNING HERALD

June 3rd '90.

HEMLOCK LAKE.

Let the Board of Health Take a Look at It Now.

To the Editor of the Morning Herald:

In the HERALD of Saturday, May 24th, the board of health of the city of Rochester is reported to have appointed, at a meeting the previous Friday evening, a committee "to inspect Hemlock lake, its tributaries, shore and dependencies, and to report," etc., etc.

In discussing the matter, Colonel James S. Graham is reported to have said: "There was a problem to be solved in disposing of the swamp lands at the head of the lake. He was heartily in favor of the board of health taking the matter in hand."

I suggest the present as a favorable time for the committee to visit the lake and work out the problem. The lands are covered with water held there in pursuance of the policy of the city's officials to provide as large a supply of water as possible against an imaginary water famine, and, apparently without a thought as to its probable effect upon the health of this valley.

The committee will have an excellent opportunity to see to what extent the lands are covered with water, to what extent the farms are damaged, and could be able to form an opinion as to the probable or possible results when, under the slow process of evaporation and use, the water shall have disappeared, and the mass of vegetable matter left to decay and poison the atmosphere during the summer and autumn shall be washed into the lake the following winter and spring.

The people of this valley believe that the unusual sickness here last fall was largely caused by the flooding of the lands at the head of the lake, and the decay of the large quantity of matter left after the waters receded, and that the officials of the city of Rochester are mainly the cause of and responsible for this condition of things by holding back the water in the lake and not permitting it to move off freely, as before the construction of the water works, and are greatly excited at the prospect of a possible recurrence of the sickness the coming season.

If the board of health or other officials of the city will devise some method by which to prevent the holding the water upon the low lands, and not wait the slow process of evaporation and use to take it off, the problem of "disposing of the swamp lands" will be very nearly solved; this done, the people of this village will, I am quite sure, and without the necessity of sending detectives here with rod and gun to act as spies upon their actions, join the city authorities in the enforcement of all regulations necessary to prevent contamination of the waters of the lake and tributaries.

H. K. COOPER.

Springwater, N. Y., June 2, 1890.

CHAMBER OF COMMERCE.

Meeting of the Board of Trustees Last Evening—Important Questions.

The board of trustees of the chamber of commerce held a meeting last evening and several questions of an interesting nature were discussed. In the absence of President Ross, William C. Barry presided.

A communication from the Oswego board of trade was received asking the chamber to pass a resolution protesting against the increase of the duty on barley as proposed by the McKinley bill. After some discussion the trustees decided to take no action on the matter.

A copy of what its originators have chosen to designate as the "Itinerant Vendors Act" was next considered. This is a measure which it is proposed to bring to the attention of the next legislature. It is framed in the interest of the clothing dealers and aims to restrain the operations of that branch of the trade which as the bill states, "falsely advertises bankrupt and fire sales, etc." to the detriment and discouragement of the established dealers. The subject was referred to the committee on legislation with instructions to report at the first fall meeting of the chamber.

A communication was presented from the Commercial club of Kansas City asking the chamber to indorse a memorial favoring reciprocity with Mexico. This was referred to the committee on manufactures. Another communication from the same source requests the chamber to favor certain proposed amendments to the interstate commerce law, the effect of which would be to render the existing statute on the subject inoperative. This was handed over to the committee on railroads.

The question of preparing a memorial addressed to Secretary Blaine favoring the scheme for a railroad uniting North and South America was postponed and will be considered by the the full chamber at its next meeting. William C. Barry was asked to invite one of the park commissioners before the chamber to enlighten it on the progress of the work on the new parks.

Previous to the meeting of the board of trustees the executive committee held a short session.

Democrat and Chronicle

JUNE 13 1890.

ABOUT WATER STORAGE

Can There be an Increase at Rush Reservoir?

THE EXECUTIVE BOARD'S IDEA

Julius Armbruster, Speaking for the Board, Says It's Impracticable—Opinions of Other Gentlemen Who Have Looked Into the Matter.

A subject occupying the attention of the thinking public at the present time is the possibility of a water famine during the coming summer. The question of the possibility and practicability of increasing the storage of water at the Rush reservoir is demanding the earnest thought of many who are conversant with the subject.

In order to ascertain the feasibility of the scheme of filling Rush reservoir and keeping it full, as heretofore outlined in the editorial columns of the DEMOCRAT AND CHRONICLE, reporters yesterday interviewed people conversant with both sides of the matter with the following results:

A DEMOCRAT AND CHRONICLE reporter called at the office of the Executive Board and found Julius Armbruster, George W. Aldridge and Clerk Neville in the office. In answer to the reporter's query Mr. Armbruster said:

''The members of the board with Engineer Tubbs have discussed the question from every point and we all agree perfectly that the scheme is impracticable and I will tell you why. In the first place, to increase the amount of water in the Rush reservoir, we would have to shut the supply off in some section of the city. To do this the people must be notified that the water is to be shut off. Suppose, for instance, that we were to shut off the water on the East side to-morrow night and the people were notified. The consequence would be that all who read the notification would not want to be without water in the house during the night and they would draw buckets and pails full and let them stand in case they should be needed. In the morning this water would be thrown away and wasted. By this means as much water would be used and wasted as would be saved in the reservoir by shutting it off. In fact, I think it would be greater. Then there is another reason: It would be very expensive, for it would require the services of sixty to eighty men who would have to be stationed at the different stop cocks in the city to shut the water off. They would have to be there in case of fire to turn the water on. In case of fire with the water shut off, it would take some time to get the required pressure of water for the firemen. Taking the scheme altogether we have decided that it is impracticable.''

Mr. Armbruster spoke for the board and said that they all coincided in the matter.

J. G. Cutler, expressed himself on the subject as follows: ''It is many months since the importance of increasing the storage of water in Rush reservoir was first urged upon the Executive Board. The Chief Engineer of the Water Works has always claimed that he did not know how this could be done, and the Executive Board has apparently been unwilling to permit anyone else to make the effort.

''Of course, when the city is using water to the full daily capacity of the conduit line it is obvious that no storage can be obtained without artificially reducing the supply of the city during certain hours, and of course such reduction of the supply would, if not accompanied by proper explanation, occasion complaint on the part of water consumers. The fact, however, that to obtain the storage necessary to protect the city involves some expense and some inconvenience, does not in the least show that the Executive Board is not bound to make the attempt to secure such storage, and I have no doubt that it should have been undertaken long since.

''It may be well to add that such a delicate matter should be in the hands of an engineer who is not committed to a proposition that it is impracticable and, if possible, to one who is not on record as predicting that the city will be out of water at some time during the season upon which we are just entering.''

A DEMOCRAT AND CHRONICLE reporter last evening called on George W. Rafter, assistant engineer of the Water Works department, and Mr. Rafter was asked the question: ''Do you think that the plan of filling the Rush reservoir, as mentioned in the papers, is a feasible one, and how could it be accomplished?''

In reply Mr. Rafter said: ''Yes, I think it could be done, but it would be a large undertaking. It would be necessary to divide the city into districts, and put men in each district at some point near the main feeding lines of the system. Then, if a fire should break out, or there should be any other reason for an excessive use of water the men would turn on full pressure and there would be no danger.

''To illustrate the scheme, take the Western part of the city at the junction of West avenue and Genesee street, for example. That is within a few feet of the highest part in the main city distribution and there the pressure at least is about fifteen pounds to the square inch in the middle of the day. Now down in the northern part of the city the pressure, say, is forty-five pounds to the square inch at the same time. The proper way to do would be to equalize the pressure and save the water that you shut off from those portions of the city where the pressure is highest. As before outlined, the men who are stationed in the fire districts could turn it on at any time a fire might break out.''

''Can you tell me how long it would be to fill the Rush reservoir?'' [illegible] have given the matter no special study. [illegible] city [illegible] uses the full capacity of the conduit every day and in extremely warm weather would use from one to two million gallons more a day. With the scheme in successful operation [illegible] gallons a day might be saved, [illegible] and I don't care to estimate for the question of wastage comes in then. The Rush reservoir now has a depth of about eleven feet, or something over forty million gallons and its full capacity at a depth of eighteen feet is 70,000,000 gallons leaving 30,000,000 to be secured before the reservoir is full.''

''I see no reason why a considerable saving of water might not be made in the way indicated, but of course there are some contingencies to be considered, which would render the method entirely satisfactory.

''Inasmuch as the tests which have been made of the well in Gates seem to indicate that a number of hundred of thousands of gallons a day can be obtained from that source, it appears to me on the whole better to develop the well and try the experiment of an additional supply in that way. This I say not because the prospect of saving some water as outlined is impracticable, but because, in any case, the city will need a considerable amount of water in addition to the present supply before additional permanent works can be constructed.''

June 13th '90.

ROCHESTER MORNING HERALD

THE WATER QUESTION AGAIN.

The water supply controversy is sure to break out as the summer reappears threatening a short allowance of water for our city. On Wednesday the Union contained an editorial article suggesting that as the Rush storage reservoir has a capacity of 20,000,000 gallons, it might be feasible by a "well organized plan of cutting off, or limiting, the supply in the city, or in sections of the city in rotation, at night," to fill that reservoir and keep it full "without materially inconveniencing any who use the water, and without jeopardizing any property or interest."

"If the plan be not feasible," continues the Union, "and the increase of storage not possible, the engineering department under its [the executive board's] control should demonstrate the fact at once, for we find that a good many people who take a lively interest in the question of a water supply the coming summer, and are discussing it, believe, and have engineering authority for the belief, that storage in the Rush reservoir can be kept up to its full capacity."

Chief Engineer Tubbs, not unreasonably, construed the references to "the engineering department" and "engineering authorities" quoted above as an intimation that the Union and the public would like to hear from him on the subject. Accordingly he sent a letter to the Union yesterday in which he suggested that if any citizen, "expert or inexpert" has evolved the details of the proposed plan the water works authorities would like to hear from him. But he remarks that the obstinate fact appears that under that plan "somebody must be restricted in the use of water."

Replying to Mr. Tubbs' communication the Union calls his attention to the fact that he is an employe of the executive board and that its article was not addressed to him, and that he has been guilty of "impertinence" in replying to it. There is some provoking sarcasm in the chief engineer's letter which seems to have touched our neighbor on a raw spot, and the latter is as savage in its reply as a wounded tiger.

We are not at all concerned in the etiquette of this controversy. But since the Union has declared that "engineering authorities" believe its plan for storing a full supply of water in the Rush reservoir feasible it is but reasonable that the chief engineer should call for a more definite statement respecting a promising scheme. The Union's articles on the subject have not gone far enough.

June 16th '90.

ROCHESTER MORNING HERALD

IS A WATER FAMINE IMMINENT?

The correspondence between George W. Rafter, assistant engineer of the water works department, and the executive board regarding the former's plan for filling the Rush storage reservoir, together with the order of the executive board directing the former to go ahead with his scheme will be found in our columns this morning.

The state of affairs in the executive board revealed by these proceedings is a peculiar one and places Chief Engineer Tubbs in a somewhat anomalous position pending the experiment to be conducted by Mr. Rafter.

But, passing that for the present, Mr. Rafter's plan may, in practice, be open to criticism, unless it be assumed that it is the alternative of a water famine. Should that assumption be true the public would acquiesce with such grace as may be possible under the circumstances to the prospective annoyances and inconveniences implied in so reducing the pressure during the day time that the water shall, in Mr. Rafter's language, "just carry the water into the second story of ordinary dwellings during the day, while during the night it could be further reduced."

Only extreme necessity, such as may or may not exist, can justify leaving thousands of services whose pipes run to the third stories or attics of "ordinary dwellings" and thence, in many cases, to the second stories, unsupplied with water, not to speak of the business structures which have services in from three stories to five or six. What the public would like to know, before indorsing this scheme, is that a water famine is really imminent at this time. If it is the people must acquiesce; if it is not the executive board will have to suspend its experiment and give the people the service they have paid for and for which their dwellings and business places are equipped.

ROCHESTER MORNING HERALD

June 20th '90.

SEWAGE DISPOSAL.

EMIL KUICHLING REPLIES TO MR. RAFTER.

The Advantages of Chemical Treatment—Filtration Considered as Largely an Experiment—Counter Criticisms.

The east side aldermen composing the committee appointed to formulate a plan of operations for building the proposed trunk sewer were in session in the city clerk's office for over three hours yesterday afternoon talking the matter over. The meeting was a private one, and Chairman Lempert said after it was over that nothing had been done. The aldermen, he said, had simply compared views and endeavored to arrive at an understanding by which they could go ahead and outline a plan of work. Mr. Kuichling and City Surveyor Peacock met with the committee and the former explained his plan for the sewer. He also said that it might be well to have a commission of expert engineers examine his plan and report to the common council before any contracts were let. The committee will hold another meeting on Tuesday afternoon. At that meeting, or the one following, a conference will be had with a committee from the east side taxpayers.

The East Side Taxpayers' association held a meeting last evening for the purpose of listening to a paper by Emil Kuichling on the subject of sewage disposition. In the absence of President George H. Newell, Frederick S. Minges occupied the chair. Mayor Carroll sat at the side of Mr. Minges. Among others present were F. J. Amsden, John Bower, City Surveyor Peacock, Professor H. L. Fairchild and George W. Aldridge. After the meeting had been called to order at 8:20 P. M., Mr. Kuichling immediately began the reading of his comprehensive paper. Published in full it would make at least four columns of the HERALD.

In opening, Mr. Kuichling referred to the paper recently read by Mr. Rafter criticising his former report, stating that "a number of assertions were made which are open to more or less counter-criticism." He then proceeded to consider some of the advantages which he believed his plan to afford, as follows:

First—It is [illegible] that the Genesee river is not desirable as a source of potable water supply, long before it reaches the southern limit of the city of Rochester, also, that between the city and the lake, its use for such purpose is forever out of the question.

Second—After entering the city, it receives the discharge from many public and private sewers and drains, as well as the refuse from numerous manufactories on both banks. A considerable portion of this sewage and refuse might perhaps be diverted from the river at large expense; but in spite of all prohibition that may be enacted, it is reasonable to assume that, in the future as in the past, the stream will continue to be the recipient of vast quantities of waste organic matter from the various industries and the dense population which is located along its banks within the city limits.

Third—So long as such pollution of the water gives rise to no particular inconvenience or danger to the public health, and so long as the cost to our citizens of avoiding this pollution is admittedly very great, there is no reason except an aesthetic one why it should not be continued indefinitely, provided that the intensity of the pollution does not pass the limit consistent with the preservation of the public health. This limit can be established only by actual experiment, and not by any specific rule of dilution, as pointed out on pages 21-23 of my report.

Fourth—Actual experience during the past 40 years has demonstrated that the Genesee is capable of receiving an unusually large amount of sewage matter without becoming dangerously offensive. The reasons for this fact are found both in the hardness of the water due to the relatively great amount of lime contained in solution; in the vigorous aeration which the water undergoes from the numerous rapids, mill-dams, water-wheels and falls, and in the beneficial effect of the clayey matter which is brought down in abundance by every slight flood or freshet. The particular effect of each of these three important factors will be considered separately.

Fifth—The lime which is dissolved in the river water acts as an excellent precipitant upon the organic matter of the sewage. A simple illustration of this fact is readily found in its effect upon a solution of common washing soap, and is well known to all who have ever attempted to use this water for washing purposes. Its effect upon town sewage is likewise abundantly established by successful experience during the past 50 years in England and elsewhere, and the mere assertion that its use is productive of a variety of dire consequences fails utterly to bring about such results in the great majority of cases.

Sixth—The beneficial effect of a large quantity of dissolved air or oxygen in the water is also generally conceded, as it assists greatly in preventing slow putrefaction and destroying offensive effluvia. The Genesee below the lower falls is therefore much better adapted to being polluted with sewage than a similar stream having a sluggish current for a long distance above the point where the sewage is discharged.

Seventh—The clayey matter or silt brought down by freshets in the river serves both to retard putrefaction and to adhere to the floating particles of organic matter, thereby causing them to sink to the bottom where the conditions for further decay are much less favorable than on or near the surface. A muddy stream like the Genesee will accordingly be able to receive more sewage without giving rise to a dangerous atmospheric nuisance than a similar stream of clear water.

Eighth—Between Norton street and the village of Charlotte, the channel of the river is from twenty to twenty-five feet deep, and diligent inquiry has failed to disclose any shoaling therein during the past quarter of a century, notwithstanding the fact that each large freshet brings down thousands of tons or cubic yards of earthy matter from the tributary drainage area above. This circumstance demonstrates that during high water, the volume and current of the stream is sufficient not only to prevent the deposition of such matter, but also to scour away any deposits which may have occurred during the previous lower stages. The channel of the river is therefore naturally self-cleansing during freshets, and hence no cumulative nuisance due to the deposit of putrescible organic matter upon its bed from year to year need be feared, as the accumulation of each season is sure to be swept away far out into the lake by the next flood. In a channel of such great depth, moreover, decomposition will take place much more slowly than where the water is quite shallow.

Ninth—During the cold season from November 1st to May 1st, the public makes very little use of the river, either for purposes of navigation or pleasure. For much of this period, also, the stream is entirely frozen over, and generally the flow is considerably greater than in the warm season. Futhermore, during the cold season, the processes of chemical and biological decomposition of organic matter are least energetic in the river, and hence the degree of pollution may then be greatly increased without cau[sing] offense. It also follows that the same d[egree] of purification of the sewage is not requir[ed in] the cold season as in the warm one, if the o[utfa]ll, or steam into which the sewage is discharged, is adequate for its prompt removal to some other locality where it will give no further trouble, as for instance far out in lake Ontario. It is also extremely probable that, so far as the creation or maintenance of a nuisance is concerned, little danger may be anticipated from the discharge of crude sewage directly into the river during the greater part, if not the whole, of the cold season.

Tenth—The river also affords the means for the cheapest possible removal of the sludge or sediment from the clarification works, by transportation to the lake in suitable barges or scows, if it should be found to possess no sufficient value as a fertilizer upon the farming lands adjacent to the city to warrant its carriage thereto. It is utterly erroneous to assert that neither the sludge nor the sewage has any value as a fertilizer, despite some chemical arithmetic to the contrary. Too many cases may be cited where the reverse is true. Much depends upon the nature of the soil and the crop, as well as upon the manner and time of application; but in any event, the actual value of the sludge or sewage will be governed essentially by the cost of its transportation to the land. If this can be done cheaply, it will probably be utilized by intelligent farmers and market gardeners in the township of Irondequoit as readily as other farmers have done elsewhere; but if the sewage works are so designed and located as to render transportation to long distances by wagon or steam pumping necessary, it will doubtless be futile to hope for any reimbursement of the cost.

Eleventh—Sludge or sediment will assuredly be formed from the crude sewerage, by any method of treatment other than by the processes of careful agriculture. Even in this case experience has shown that an elimination of the coarser solids is exceedingly desirable before applying the liquid to the land, and particularly is this found to be true where methods of rapid filtration are attempted. If, therefore, it should be found necessary to sediment the sewage before treatment, provision for the proper disposal of the refuse must be made.

Twelfth—By the discharge of the sewage, either clarified or crude, into the river, as proposed, an opportunity will be afforded for its utilization as a source of permanent and reliable power, amply sufficient for the proper management of a clarification works as well as for other purposes. No other available outfall can afford a similar advantage, nor will this become expedient if only a small portion of the sewage flow is discharged into the river, while the remainder is delivered into the bay or elsewhere.

Mr. Kuichling then answered the criticisms of Mr. Rafter in detail, dwelling upon the fact that a high degree of purity of water is not required in the Genesee river and stating the advantages to be gained by a chemical treatment of sewage. He thinks the resulting sludge could easily be carried off in barges. He also discussed the simplicity and cheapness of the machinery required to carry out his plan. He read valuable statistics on the subject of sewage irrigation and filtration. He gave descriptions of various filtration beds with a view to showing that they were not as successful as Mr. Rafter had stated, referring especially to the one at Medfield, Massachusetts, wh[ich] himself visited last March, [Mr.] Kuichling says an unpleasant odor [...] arose from the solid sewage collect[ed] nearer the sewer outlet and that the[re] was a tendency for the filtration bed [to] become clogged. He continued:

The experience thus gained at Medfield is similar to that obtained with crude sewage filtration processes elsewhere, and it is now generally recognized by practical experts that all matter which decomposes slowly like rags, paper, leaves, etc., or which is absolutely non-putrescible, like sand, earth, road-detritus, ashes, etc., should be removed from sewage before being applied to filters. This circumstance will account in large measure for the success in purifying sewage by filtration through the coarse sand, which has recently been attained at the experimental station of the Massachusetts state board of health at Lawrence, since the liquid there treated is not only exceedingly dilute and odorless, but is also freed by a screen, from appreciable quantities of the coarse solids which anyone may find in the contents of our principal sewers, particularly during light rains, when only sufficient current is induced to flush away the lighter deposits of such matter in the tributary sewers. There can be little doubt that if the entire contents of the Lawrence sewer were applied to suitable large filtration beds at the same rate of percolation that is adopted for the experimental cisterns or tanks, somewhat different conclusions with respect to efficiency and freedom from odor would be reached in the course of a few years than Mr. Rafter has set forth. Without attempting to recite at this time the various experiments made at Lawrence, or to discuss the theory of the sewage filtration process as there performed, I will only call your attention to the difficulty which has been experienced at this place in dealing with the sewage during the cold season. In the twentieth annual report of the Massachusetts state board of health, published in 1889, and which is the latest of the series, we read that "The experiments of last winter show that when the beds are exposed to the snow, intermittent filtration may be carried on through the moderate weather of winter, alternated by continuous filtration during the colder period;" but we also find that "the efficiency of the beds is much reduced by such exposure and the consequently low temperature of the sewage passing through the sand. * * * Filtering areas of sand covered with soil, or areas of very fine sand, may be much increased in efficiency, in both summer and winter, by digging trenches in the direction of a slight incline, about two feet deep and one foot wide and six feet apart, and filling them with coarse sand. The sewage should be applied to this coarse sand, and once in a month or two, a half inch in depth should be taken from its surface and replaced by clean sand. In winter the trenches should be covered with boards to keep out the snow." It was also found that during the cold season the process of nitrification was very materially checked, and hence that at such time the sand necessarily stored up much of the impurity eliminated from the sewage. The experiments, accordingly indicate that to maintain the beds in full efficiency during the winter as to rate of percolation merely, and without reference to the purity of the effluent, the areas should be covered over in such manner as to keep off the snow and admit of ready access for cleaning and renewing the surface of the sand periodically when it becomes clogged; and, therefore, if we accept as practical on a large scale the enormous rate of percolation proposed by Mr. Rafter, viz.: 100,000 gallons of crude sewage per acre of surface per day, it follows that for a daily volume of 6,300,000 gallons, an area of [illegible] acres must practically be maintained under cover and its surface be cleaned and renewed several times at least during each winter. For the accomplishment of this purpose, it is obvious that a large outlay for labor and material will be required, whose magnitude I will not now attempt to estimate.

Mr. Kuichling also dwelt upon unfavorable results obtained from the filtration system at Pullman, Illinois, and concluded:

In conclusion permit me to say that I have endeavored to avoid acquiring a prejudice in favor of or against any particular method of sewage disposal, and with this aim in view have visited repeatedly most of the best known works of different descriptions and conversed with some of the strongest adherents of particular methods, both at home and abroad. A close inspection of the works themselves has, however, revealed numerous drawbacks which, while perhaps of little importance in one case, might easily become serious in another; so that a judicious selection is invested with much difficulty. No pretense is made by me that the process of sewage clarification which I have outlined here and in my report, is absolutely the best under all circumstances, but I do assert emphatically that the same is thoroughly reliable, and that my estimates for such treatment will be found ample, and proportionately larger than the figures I have given for either filtration or irrigation. Moreover, I venture to say that in the present state of our knowledge of filtration and irrigation methods in climates like ours, there is vastly more uncertainty with respect both to permanent success and to cost, than in the case of chemical precipitation, especially when the latter is applied to a case like the one under consideration, where an extensive but somewhat imperfect system of combined sewerage exists, and where it would be highly extravagant to require a high degree of purity for an effluent which is designed to empty into a large and unavoidably polluted river at a point only a few miles distant from a great lake. It may be added, however, that both the volume of sewage to be dealt with, and the general interests involved by the success or failure of any particular method of treatment, are here so great that it may become prudent to undertake a series of experiments on a sufficiently large scale to afford a secure basis for estimates of permanent efficiency and cost. For this purpose ample time and room are needed, since experience demonstrates that an odor which is barely perceptible from an area of a few square feet, may become highly offensive when emanating from one of acres in extent. But during this time the crude sewage must have an outlet, and as injunctions have been laid upon the future use of the small streams leading to Irondequoit bay, there seems to be no alternative but to go to the river therewith substantially on the lines submitted. An important feature of this plan is that the opportunity is thereby afforded to secure temporary independence of any particular method of disposal without prejudice to the expenditure made for constructing the trunk sewer and its branches, and also with the assurance that the purification process which may ultimately be selected by the responsible authorities as the best adapted to our needs—can be applied near the Genesee river fully as well, if not far better, than in any other part of our suburban territory.

City Surveyor Peacock moved that the report be received, filed and published. This motion was adopted. A vote of thanks was tendered Mr. Kuichling on motion of William McConnell. After some further discussion of the sewage problem, in which Mayor Carroll participated, the meeting adjourned shortly before ten o'clock.

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Democrat and Chronicle

June 26th /90.

SEARCHING FOR BREAKAGES

Progress of the Water Conduit Inspection.

ALDERMAM SELYE'S THEORY

Is Somebody Tampering With the Valves Along the Line?—A Suggestion That the Engineer be Suspended Pending Investigation.

The following, received last night from the representative of the DEMOCRAT AND CHRONICLE who is now with the party, tells the story of the progress of the Tubbs-Rafter exploring expedition along the Hemlock water conduit:

RICHMOND MILLS, June 25.—Chief Engineer Tubbs and George W. Rafter, who started from Rochester on Monday to find a cause for the deficiency of 3,000,000 gallons in the water conduit, resumed their investigation early this morning. At 6:30 o'clock Mr. Rafter, assisted by Inspector Crennell, examined the pipe across Honeoye creek at Honeoye Falls very closely, testing every point with great care, and failed to find a leakage of any kind. The water had been lowered somewhat during the night, by an arrangement with the millers, which facilitated the investigation to a considerable extent. Shortly after 8 o'clock the entire party drove out to the Lima road, about three miles from Honeoye Falls, to which point a careful survey had been made up to Tuesday night, and thence the investigators continued their search for leakages on foot. From the above named point to Richmond Mills is a walk of about ten miles, through fields of wheat breast high, timothy, clover, potato patches, swamps and woods, and every foot of the line was gone over with exacting care by the entire party, twenty-seven air valves were opened to let out any air that might be in the pipe, and the total absence of that element proved conclusively that the conduit is full of water and in condition to do its very best. Eight blow-offs and five stop gates were critically examined, and the latter were found to be opened to their widest extent. The blow-off on O'Neil's farm, just as the party crossed over the line dividing Livingston from Ontario county, in the town of Richmond, was thought by Mr. Rafter to be leaking slightly, probably not over two hundred gallons a day.

Inspector Oviatt's section begins at the Lima road and at this junction Mr. Oviatt joined the party as guide and aided very materially in the thoroughness of the work. About a mile south of the Lima road at air valve 53, the 36-inch wrought iron pipe begins and continues from that point to the lake. Three-quarters of a mile farther on is what is known as the "Deep Cut," just north of the Lima ponds, where the pipe lies twenty-eight feet below the surface of the earth, in order to get the proper hydraulic grade. There were no evidences of any leakage at this point nor were there any signs of percolating Hemlock where the conduit runs under the little creek which is the outlet for the Lima ponds. The entire flow of the stream does not amount to more than half a million gallons of water a day, and this is about the volume of discharge from the three Lima ponds. These interesting and picturesque lakelets derive their source almost entirely from surface water, though a few springs contribute to the volume of water. Mr. Tubbs who was asked by a DEMOCRAT AND CHRONICLE reporter if they could be utilized for water supply purposes, said that the water would be very soon exhausted if such a scheme were projected, because of the origin of the supply.

On Dennis Curran's farm, about a mile south of the middle Lima pond, there is a stopgate that was found to be open to its fullest capacity. A short distance south of this gate Mr. Oviatt repaired a leak yesterday which was four or five times larger than any of the small leakages discovered to-day, the size of the aperture being about one inch in diameter. From this point on to Plympton Hollow, where a leakage was found Thursday morning and repaired Friday night, there was not a particle of moisture observable. A few hundred feet beyond the hollow the first leak worth a passing mention was discovered on Plympton Hill. Mr. Rafter thought that, possibly, the extent of the leakage would amount to 500 gallons a day. Two miles north of Richmond Mills a leak was discovered yesterday, which the men were busily repairing when the expedition reached that part of its journey. The leakage did not average over 400 gallons a day. On Hiram Clark's farm, three-quarters of a mile north of Richmond mills, several wet spots were discovered, which Mr. Oviatt "staked off," to be investigated to-morrow by the waterphone. Near the "Martin stoppage," bordering the Allen Hill road shortly before coming to Richmond Mills, another small leak was observed. In all, during the day's journey, six places were found which from the moisture in the ground or the water deposited on the surface indicated that there were small leakages which needed to be repaired. In the opinion of Mr. Rafter the amount of water lost by these leaks will not aggregate 10,000 gallons in twenty-four hours. To-night the party will stop at Mr. Oviatt's house and early in the morning resume their tour on to the lake. The distance is about four and one-half miles, but as there are thirteen creek crossings to cross, it is probable that the entire day will be necessary to make critical examinations of the pipe. No part of the line, Mr. Tubbs and Mr. Rafter state, will be scrutinized with greater care than that which crosses these creeks because it is possible that a large leak might join the Hemlock with the creek water without being discoverable on a cursory observation. Mr. Rafter said this [illegible] that he di[illegible] startling discovery [illegible] or anywhere else. [illegible] the DEMOCRAT AND CHRONICLE representative. "Well, that remains to be seen. In my opinion the discovery of no considerable leak will substantiate my claim that the conduit has never [illegible] 000,000 of gallons of water [illegible] 1878, which is all it is capable of doing, instead of 9,250,000 as has been claimed."

Mr. Tubbs had this to say: "I represented the people when the works were built and all I claimed at that time was a capacity of 7,000,000 gallons of water a day. After the water began to flow Mr. Nichols made a test of the Rush reservoir and found that the conduit was carrying 9,280,000. Several incidental tests were made since, which indicate the same result, and I believe that there is no reason why there should not be the same amount going in to-day, providing everything is tight along the line from here to the lake. As soon as it is safe to do so a test will be made at the Mt. Hope reservoir, for twenty-four hours as to the amount of water drawn from it by the city and the amount furnished by the conduit to Rush. The Mt. Hope reservoir at present is too low to make a test, but as soon as it has gained sufficient water we will make the tests. In the interim I think the people should suspend their judgment."

The levels of the reservoirs yesterday were: Mt. Hope, 7 A. M., 9 feet, 7 inches; noon, 9 feet, 5 inches; 7 P. M., 9 feet, 3 inches. Rush, 7 A. M., 10 feet, 4½ inches; 7 P. M., 10 feet, 3 inches.

Alderman Selye's Startling Theory.

Estimating the population of Rochester at 125,000, the amount of water consumed per capita is 105 gallons per day.

At least that is the way Alderman Selye reckons it. "I get those figures," said he, "on the supposition that the city is getting 9,750,000 gallons of water per day, which she is not, by any means—through the Hemlock lake conduit. For at the present time the ten gallons per capita that it takes for sprinkling purposes is taken from the Holley system, 2,000,000 gallons more are taken by manufacturers, leaving 5,000,000 gallons for fire purposes. Now the railways have ceased almost entirely taking water from the city works, and the breweries are economizing.

"Now, tell me," continued the alderman, "what the city does with all this water. She don't get it and that is all there is about it; but in order to discover just where the trouble is, I repeat, what I said to you before, every man along the line has got to be replaced by new blood. The right way to go at it would be for the Executive Board to suspend Mr. Tubbs and all of the men on the line for one week. There is a suspicion abroad that juggling work is going on, and that would give time to test the basis of the suspicion, and either confirm public opinion or exonerate Mr. Tubbs from all suspicion."

"If there is a nigger in the fence, where is it located?" was asked.

"I wish I could put my finger on him for you, maybe I can soon, but until I can let me tell you something. I went to the water works department to-day and asked for a profile showing the location of the air valves along the line of the conduit. They could show me no such profile. Now, here is a possible solution:

Between Hemlock lake and the reservoir, the line goes up hill and down, forming several crests and it is of course at these crests where air would by nature interrupt the flow of water that the air valves are supposed to be placed. Now, what if by some oversight one of these crests is without an air valve! your conduit can't do its allotted work. If it is not discovered that some valve is not properly worked maybe this other is the solution to Rochester's water problem.

"I think I shall make a move to have the water works committee go over the whole line and have the Executive Board furnish competent help and leave a trusty man in charge of every gate and valve that is passed."

Special Water Inspectors.

The Executive Board has appointed a number of special water inspectors, whose duty is to visit every building in their districts where Hemlock water is taken, make a careful inspection and report daily to the board any instances of the waste of water by reason of defective fixtures, or carelessness or wilfulness on the part of tenants or owners of the buildings. The board has decided that the circumstances warrant its dealing summarily with people who wilfully or negligently waste water or allow it to be wasted. The board will issue a notice to the public, requesting co-operation in the were of attempting to do away with unnecessary waste of water, by reporting to the office any case that may come under their notice, where water is being wasted, with the name and number of the person complained of, when the board will take such action as the circumstances demand. No order has yet been issued forbidding the use of water for lawn purposes, but such an order will be issued soon.

ROCHESTER MORNING HERALD

June 25th /90.

THE SITUATION.

RESULT OF THE PIPE LINE INSPECTION.

Big Leak in the Conduit Near Slab City—Reservoirs Lowering—The Hearing at Springwater—Water May be Shut Off.

When the Erie train pulled into Rochester last night at ten o'clock it bore the investigating party that left the city Monday afternoon to examine the condition of the conduit line from Rush reservoir to Hemlock lake in order to discover, if possible, why the pipe was delivering 6,600,000 gallons per day, as stated by Mr. Rafter, instead of nine millions, which has always been considered the capacity heretofore. As the result of the investigation one large leak has been discovered as well as several small ones. But, serious as this leak is—its size has not yet been accurately determined—it can account for only a portion of the discrepancy mentioned. Mr. Tubbs is still firmly of the opinion that the pipe is delivering nine million gallons a day and thinks he can show it when the reservoir supply will give him a fair chance to measure the flow of the water. Mr. Rafter is convinced that the capacity of the pipe is not more than 7,000,000 gallons. Under favorable conditions, which do not now exist, he thinks that it may have delivered more. To account for this he advances a theory in hydraulics which, as it is not yet fully matured, he does not care to make public at present. It is his intention to soon present a report to the executive board giving his theory and the result of his investigations in detail. In the meantime he says that the knowledge of the limited supply will prevent him from carrying out his plan for storing water in the reservoirs. Thus the case stands so far as the measurement of the water is concerned. But all this time the city is taking all the water the conduit will bring and also drawing on the water stored in the reservoirs at the rate, roughly speaking, of a million gallons a day. This is shown by the fact that in the last four days Rush reservoir has been gradually drawn down 13½ inches. If this continues for another month, Rochester will have exhausted all the water in the reservoirs and will be entirely dependent on what the conduit can bring from day to day. That is the situation.

The first thing that was done yesterday morning was to test the well at the gate-house at Hemlock lake to see if any sand was going into the pipe. Mr. Rafter did this by greasing the end of a rod and dropping it into the well. No sand was found at the mouth of the pipe, however, nor were there any indications that any was going into the conduit.

Early in the morning the entire party started from Gatekeeper Westbury's for Springwater, 10 miles away and three miles south of the lake. The village was reached about half past eleven o'clock, and a few minutes later the party was swelled by the arrival from the railroad station of Dr. Louis Balch of Albany, secretary of the state board of health, accompanied by Professor C. C. Brown of Union college as an expert engineer and Dr. M. L. Mallory of this city. Dr. Balch immediately established an informal court of inquiry in Allen & Whitlock's store in order to listen to the complaints of the villagers, who soon thronged the place, standing about or sitting on whatever came handy.

The most of the talking for the Springwater people was done by Dr. Connors, Robert H. Wiley, Henry G. Pierce and Editor Niles. The doctor said that he had ten cases last fall of what he at first thought was typhoid fever but which he afterward concluded was malaria. He remembered the symptoms only in a general way and had taken no notes. Dr. Connors was a little mixed in his manner of explaining what he thought typho-malaria to be, and Dr. Mallory refreshed his memory in relation to the smptoms exhibited by the first cases. Dr. Balch afterward said that he had no hesitation in expressing his opinion that the disease was typhoid fever.

Messrs. Wiley and Pierce argued, in substance, that such an endemic as that of last fall had never before been known, and so it was fair to assume that the city had set the water back in the inlet at the head of the lake, three miles away, and so caused the swamp to breed malaria. Mr. Pierce said that he didn't blame the city for extraordinary storms but that the water had been diverted into a new channel and so the level had been raised. This was not very clear and puzzled the Rochesterians. Mr. Pierce was also very certain that no land had been reclaimed at the head of the lake and that the water had risen of late years.

Some Springwater man asked, "How much water does the city take from the lake anyhow?" and Squire Wiley turned the laugh on the Rochester men by replying, "Sho! They don't know themselves; some say six million gallons and some say nine; nobody seems to know." This was a home thrust, [illegible] that he thought nine million gallons was being taken. A question as to the quantity had been raised, however, he stated. "We have never raised the [illegible] of the lake a fraction of an inch," [illegible] Mr. Tubbs.

[illegible] dinner Dr. Balch was taken down to the swamp at the head of the lake by the Springwater men. This is 62 feet below the level of the village and three miles away. Before this, however, the Albany doctor had tested several samples of the village well water and had found chlorine in every instance. Not a trace of pollution, however, could be discovered in the water of a well located near the swamp. After tramping through the swamp Dr. Balch, Professor Brown and the Rochesterians were driven to the foot of the lake. Here the outlet was inspected and a foot and a half of water was found flowing out. The city has the right by a state law to raise the water to a height of two feet above the head of the outlet. But the water flowing out yesterday was merely the natural flow from the lake.

The state secretary's report will be made next week. It is highly probable, in view of the existing facts, that he will find that the city was in no way responsible for the sickness of last fall.

While the examination of the outlet at Hemlock lake was being made Assistant Engineer Rafter and the HERALD reporter were rapidly driven to "the white bridge" crossing of the outlet two miles and a quarter from the lake. Here Inspector Oviatt had discovered the suspected leak in the pipe line on the creek bottom and had also repaired another one. The leak in the creek is a big one and was the most important discovery of the trip. The lead in the joint at this point has been driven out or loosened for a distance of three or four feet around the bottom of the pipes. It is impossible to tell how much water is being wasted. Perhaps 200,000 or 300,000 gallons; perhaps more. A coffer-dam will have to be built before the injury can be repaired, and very likely it will be necessary to shut off the water in the pipe. Mr. Rafter will go back to the scene of the leak to-day and will personally supervise the work of making the pipe sound again. Mr. Tubbs said last night that he regarded this leak as most important. It might, he thought, account for a large portion of the discrepancy.

The return to Rochester was made without special incident, and the four days' inspection of the conduit was over. Dr. Balch and Professor Brown will leave for Ithaca early this morning.

Yesterday's reservoir reports were: Mount Hope, 7 A. M., 9 feet 8½ inches; 7 P. M., 9 feet 3½ inches. Rush, 7. A. M., 9 feet 11 inches; 7 P. M., 9 feet 8½ inches.

ROCHESTER MORNING HERALD

July 7th /90.

6,689,048

GALLONS OF WATER COMING THROUGH THE PIPE.

Result of Mr. Tubbs' Test at Rush Reservoir—He is Puzzled and Disappointed—Air-Valve Measurements to be Made.

On Friday evening Chief Engineer Tubbs and Assistant Engineer Rafter, accompanied by a HERALD reporter, left the city for Rush reservoir to make a new measurement of the amount of water coming through the conduit line. The party stopped at Mount Hope reservoir on the way, and instructions were given to Gate Keeper Conway to shut the water off precisely at seven o'clock in the morning, so that the whole flow would be diverted into the reservoir at Rush. The three Rochesterians arrived at Gate Keeper Gray's pleasant home at the big storage reservoir shortly after eight o'clock after a somewhat chilly ride. Nothing was done that evening in the way of making the test. The rockets and other fire-works set off at Rochester, 10 miles away, could be plainly seen from the front porch of Mr. Gray's house, which is some 230 feet higher than the city, and the exhibition formed a pretty sight.

It wasn't long after six o'clock Saturday morning before the engineers were up and at the water's side. They set up their leveling instrument in a convenient spot on the sloping southern shore of the reservoir and proceeded to take the height of the water every hour. At each reading Mr. Tubbs sighted through the instrumen and Mr. Rafter held the rod and then the latter verified the level while the chief engineer held the rod. The depths of water found are indicated in the following table:

Hour.	Depth of water in feet and thousandths.
7 A. M.	7.760
8 A. M.	7.834
9 A. M.	7.915
10 A. M.	8.000
11 A. M.	8.075
12 M.	8.145
1 P. M.	8.220
2 P. M.	8.303
3 P. M.	8.3[illegible]
4 P. M.	8.430
5 P. M.	8.510
6 P. M.	8.5[illegible]
7 P. M.	8.[illegible]40

These figures were taken with the greatest care, although in the forenoon a fresh breeze made it difficult to determine the water level with accuracy. About three minutes after seven o'clock in the morning the water commenced to pour into the reservoir at Rush, principally through the by-pass gate, in great volume, making a track fifty or sixty feet across the still water. A minute or two after seven o'clock in the evening the water ceased coming. The men at Mount Hope testified that not a drop of water came in through the inlet pipe during the 12 hours that the test was being made. Thus every particle of water flowing through the conduit was indicated by the rise at Rush, with the exception of the comparatively small quantity used during the day at the county buildings, which, as they are south of Mount Hope reservoir, get water directly from the pipe line.

During the 12 hours that Rush reservoir received the entire flow of the conduit it rose, as indicated by the foregoing table, 880-1000 of a foot, or 10.56 inches, which is about at the rate of nine tenths of an inch an hour. The tables prepared in the water works office giving the capacity of the reservoirs at various depths showed that this rise indicated an increase of 3,344,524 gallons of water. For 24 hours, at the same rate, the conduit would deliver 6,689,048 gallons. This amount represented what the pipe was actually delivering and was the result of the test. To it, however, should be added the amount of water consumed at the county buildings—perhaps 50,000 gallons.

By one o'clock it was very evident what the result of the test would be. The pipe had then delivered 1,743,095 gallons, or at the rate of 6,972,380 gallons in 24 hours. It was seen by all that Mr. Rafter's assertion that the pipe was delivering less than seven millions a day would be verified. This was naturally gratifying to the assistant engineer, as it furnished a complete substantiation of his statement, which had been doubted. But Mr. Tubbs was greatly chagrined and disappointed and did not attempt to conceal his feelings. The day's measurement meant a great deal to him, as he had claimed for years that the pipe was delivering nine million gallons a day, although he had only originally estimated it at seven millions.

"I can't understand this at all, Mr. Rafter," he broke out after dinner. "It was only in 1888 that a test of the flow through the conduit was taken at this very reservoir and we got over nine million gallons. Mr. Gray here took the measurements and the test extended over twenty hours. Then there was the Nichols measurement in 1876 and other approximations since then. Now to-day we only find seven million gallons of water coming through the pipe. We have taken the measurements with the utmost care; we went over the entire line and examined it critically but a few days ago. Now, why should we not get nine millions now as before? I confess that I am puzzled. I have believed most thoroughly that we were getting nine millions, and I cannot account for the discrepancy."

"You are no more puzzled than I am, Mr. Tubbs," replied Mr. Rafter. "I have only stated what is the fact to-day without attempting to account for it. I have a theory, it is true; but it is only a theory, and one that I cannot verify at present either."

And then the engineers went up to take the two o'clock level.

The water did not, apparently, come in as rapidly in the afternoon as in the forenoon and so the rate for the whole 12 hours was less than for the first six. Immediately upon the conclusion of the test the little party of three entered the carriage and drove to Rochester.

Mr. Tubbs gave vent to his sorrow and disappointment more than once on the way down. "There must be something the matter with the conduit," said he to the reporter, "but I do not know where to look for it. But it seems as though there must be a stoppage somewhere. I cannot make myself believe that the pipe is incapable of carrying nine million gallons a day. But of course there is no disputing the fact that it is not doing so now, if the tables we have used in figuring are correct, and I have no doubt that they are. I must say that I am greatly puzzled and disappointed at the result of to-day's test. We will try this air-valve examination. Perhaps this will show what the trouble is. At any rate we must get at the difficulty. But I cannot understand it at all. In 1888 we had a 20 hours' test of the pipe's capacity at Rush reservoir, and a flow of about nine million gallons was indicated. Then there was the Nichols measurement in 1876 and other approximate tests since then. It's very strange that the pipe should not now be delivering nine million gallons a day."

The air-valve test alluded to by Mr. Tubbs is the only remaining test that has suggested itself to the engineers and consists in a measurement of the height to which the water will rise at the air-valves. By going over the line from Rush to Hemlock lake and measuring the height to which the water will rise above the conduit at each air-valve it is thought that a comparison can be made with the height to which the water should rise, as determined by computation from known hydraulic data, that will show whether there is any obstruction in the pipe such as to seriously interfere with the velocity or quantity of water coming through. The examination of the air-valves made by the engineers on the trip over the line two weeks ago was to determine, principally, whether there was any air in the pipe. That examination showed that the pipe is free from air. It is now proposed, by making these measurements and the necessary computations, to determine whether the pressure all along the line, from Rush to Hemlock lake, is what it should be. This will be a tedious task, and the field and office work will consume the time of a party of four or five engineers for probably thirty days. In connection with this work locations will be made for half a dozen pressure gauges that will be placed at various points along the line and which have already been ordered by Mr. Rafter, who has also, by direction of the executive board, made the necessary arrangements for the inspection of the air-valves as outlined above.

Water Consumed on Saturday.

While the two engineers were measuring the flow of water into Rush a test fully as interesting to the general public, if not so important, was being made at Mount Hope reservoir by W. R. Storey and Frank L. Dodgson, under the direction of the water works department. Of course, as the entire amount coming from Hemlock lake was diverted into the Rush reservoir, all the water used in Rochester from 7 A. M. until 7 P. M. was taken entirely from Mount Hope reservoir. The amount actually used from hour to hour could be thus accurately determined by taking the levels of the surface of the reservoir as it gradually fell during the day. This was done by Messrs. Storey and Dodgson. Their figures show that the water was pulled down over two feet and a half and that 4,284,373 gallons of water was consumed during the 12 hours. Following is a table showing the hourly consumption:

Hour.	Height of the water in feet and thousandths.	Difference in gallons.
7 A. M.	11.862	
8 A. M.	11.664	330,569
9 A. M.	11.439	374,320
10 A. M.	11.201	394,236
11 A. M.	10.979	366,163
12 M.	10.740	392,583
1 P. M.	10.538	330,497
2 P. M.	10.309	373,238
3 P. M.	10.085	363,562
4 P. M.	9.865	345,789
5 P. M.	9.640	345,877
6 P. M.	9.417	341,321
7 P. M.	9.205	326,262
		4,284,373

It should be stated that the figures in the table are subject to possible revision, as they were taken directly from Mr. Dodgson's note book. They were "checked" once at the reservoir, however, and are sure to be almost correct, if not entirely so. They indicate that the greatest amount of water, taking Saturday as a typical day, is consumed between 9 A. M. and noon. After 2 P. M. the amount steadily declined until 7 P. M. The least consumption was during the noon hour and between 6 and 7 P. M. On the whole, however, the demand for water was remarkably uniform. During the 12 hours 4,284,373 gallons of water was used, but only 3,344,524 gallons came through the pipe into Rush during the same time. Of course the drain on the distributing reservoir during the night would be less while the flow during the conduit would continue at practically the same rate. At a recent night measurement, from 7 P. M. until 7 A. M., at Mount Hope it was found that 2,825,493 gallons of water was used. Taking that as an average—it was on the night of June 18-19—and adding it to the day consumption of Saturday the result is 7,109,866 gallons as the total amount consumed during the 24 hours beginning Saturday at 7 A. M. But during that period the conduit only brought 6,689,048 gallons, showing that the storage water was drawn upon on Saturday to the extent of 420,818 gallons. It is urged, however, that the consumption of Saturday was not up to the usual demands of a hot weather day, owing to the lowness of the temperature and to the fact that many of the factories were closed, as the day came between two holidays. This would indicate that the previous estimate of a million gallons a day as the drain on the storage is not far out of the way. One of the points that both Mr. Tubbs and Mr. Rafter agree on is that an additional water supply is greatly needed at once.

Mr. Rafter's Plan for Saving.

All the shelter houses contemplated in Mr. Rafter's plan for storing water in the reservoirs by partially shutting off the supply during favorable hours have been located, with one exception. They are situated as follows:

Mansion and Flint streets.
South avenue and Caroline street.
Goodman and Hare streets.
Central avenue and North Clinton street.
State and Smith streets.

The sixth house is not quite finished yet, but will probably be located at the corner of North avenue and Webster street or in that vicinity. Two men will be stationed at each house, each one being 12 hours on duty. In each house there will be a fire alarm gong, a water pressure gauge and probably a telephone, in addition, of course, to the mechanism needed for opening and shutting a gate in the service pipe. The idea is to reduce the water to a certain pressure, as indicated on the guage, at 6 P. M. At 9 P. M. it will be reduced still further—to the lowest practical limit, in fact—and remain so until 5 A. M. Of course in case of fire the man in whose district the box is located will turn on the entire pressure as soon as the alarm strikes. The boxes will all be in position, probably, this week.

Water Supply Notes.

Some time this week definite information can probably be had as to the extent of the Slab City leak.

The line by which the height of the water was measured on Saturday at Rush was 14.65 feet above the level of the reservoir.

Messrs. Storey and Dodgson were engaged yesterday in verifying the tables by which the amount of water was computed from the varying depths.

Mr. Rafter made the flow into Rush on the night of June 18-19, 6,646,969 gallons; on the night of June 22-23, 6,678,-000 gallons. These figures vary but

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slightly from the result of Saturday's test.

On Saturday Mayor Carroll and the members of the executive board inspected several springs on the farm of R. P. Hubbard in the town of Chili, three quarters of a mile from the Central station. The springs seemed to be discharging large quantities of pure, cold water and the city officials were very favorably impressed. It is thought that these springs, in connection with those on the Snow farm at Ogden, can furnish an additional water supply of from five to eight million gallons a day at a comparatively small expense. A pipe line eight and one half miles in length would be necessary and of course a large pump would have to be used. Samples of water will be submitted to Professor Lattimore for analysis.

During the early part of the week Mr. Rafter will examine Honeoye creek at the nearest point to Rush reservoir in order to report on the practicability of the Kelly-Kondolf scheme for pumping two million gallons a day from the creek into Rush reservoir. If this is done, a small reservoir will have to be built on the creek and an arrangement will need to be made with the miller on the stream below the pumping station. There are two objections to this scheme. One is that the creek receives all the sewage from Honeoye Falls and other villages along its bank. The hotel at Honeoye Falls is located directly on the bank of the creek and all its sewage goes into the stream as any visitor can easily see. The other objection is that water at Rush is not water at Rochester, and that the executive board had better be sure that the two-foot pipe between Rush and Mount Hope can carry two million gallons more a day before an expensive plant is erected on the creek.

CHRONICLE: MONDAY, JULY 7, 1890

MR. TUBBS'S TRIAL TALLIES

His Measurement Agrees With the Executive Board's.

"MUST BE AN OBSTRUCTION"

That is What Mr. Tubbs Says About the Decrease From the Estimated Flow—The Executive Board Visits the Springs in Chili.

Six million, six hundred and eighty-nine thousand and forty-eight gallons!

That is the amount of water that last Saturday left Hemlock Lake and arrived at Rush Reservoir via the conduit line. This is the result of the measurement taken by Chief Engineer Tubbs, and it's a verification, complete and final, of the measurement taken by the members of the Executive Board and Assistant Engineer Rafter.

It will be remembered that at the meeting of the Executive Board held last Thursday Mr. Aldridge introduced resolutions instructing Mr. Tubbs to take the measurement and report to the board. On Saturday last he went to the Rush reservoir early in the morning and measured the flow of water from 7 o'clock in the morning until 7 o'clock in the evening. The measurements were instrumental and were taken with the greatest care by Mr. Tubbs. The flow of water in twelve hours was 3,344,524 gallons and therefore the flow for twenty-four hours would be 6,689,048 gallons.

WHAT MR. TUBBS SAYS.

Last evening a DEMOCRAT AND CHRONICLE reporter called on Mr. Tubbs at his home on Glasgow street and asked him what his measurements had determined.

"Well," said Mr. Tubbs, "it has proven conclusively that the conduit is not carrying the 9,000,000 gallons daily which I supposed it was. I went Saturday morning and measured the flow of water from 7 o'clock in the morning until the same time in the evening. During that twelve hours only 3,344,524 gallons came to the reservoir, making the flow for the day 6,689,048 gallons."

"There can be no mistake in the measurement?" asked the reporter.

"No, sir; that is all the water that came into the reservoir on Saturday between the hours of 7 and 7. I accept those figures as correct."

"How do you account for this discrepancy between the supposed and actual carrying capacity of the conduit?"

"I absolutely cannot account for it. Until very recently I supposed that the conduit was carrying the 9,000,000 gallons, and I never had any reason to think otherwise until the results of the measurement taken by the members of the Executive Board were made public. I would stake anything that the conduit has carried 9,000,000 gallons and over in a day, but why it does not do so now I cannot tell."

"When was the last time this flow of water was measured before this spring?"

"It was in the month of October, 1888. This measurement was taken by Mr. Grey, the gatekeeper at Rush reservoir. It was not taken by instrument, but the amount of water which flowed in in a day was measured and the number of gallons computed. This measurement showed over 9,000,000 gallons daily. Since that time there have been no measurements taken by or for me until these of recent date."

"Who first took the measurement that showed the capacity to be over nine million gallons?"

"It was taken by Mr. Nichols, an engineer who assisted in the construction of the works. It was taken by instruments and showed 9,280,000 gallons a day. At several times since that measurements have shown a carrying capacity as great if not greater than that given by the first measurement. When we built this line we built it to carry 7,000,000 gallons a day, and as stated in our reports which were published and are on file in the office of the

"Could [illegible] through the conduit [illegible]"

"Not materially. There must be some reason for the decrease."

"Will you tell what you suppose the reason is?"

"I positively do not know. I cannot tell."

"Could it be a collapse of the pipe?"

"No, for the reason that at the point where the collapse might be the pressure would be so great that the surrounding country would be flooded and the break located at once."

"What might it be?"

"It might be and must be an obstruction in the pipe somewhere."

"What kind of an obstruction?"

"Well, some logs might be in the pipe or some lumber or an accumulation of stone or something of that kind."

"Could it be an accumulation of sand extending throughout a greater portion of the pipe?"

"No, for when we went over the line we opened every air valve to look for just that very thing, and we found nothing of the kind."

"How can you find out where the obstruction is?"

"By going over the line and taking the levels at each air valve. Then it can be located approximately and steps taken to remove it."

"There is no other way in which you can account for the shortage?"

"No, sir; none."

"You are confident that there must be an obstruction?"

"Yes, sir; that is the only reason I can assign for the shortage; and I am absolutely confident that the conduit has carried and is capable of carrying 9,000,000 gallons a day."

"What measures can the city take to get more water?"

"There are several schemes which have been proposed and some of them merit consideration. The Honeoye Creek scheme is feasible as are the springs in Chili."

"Recourse will have to be had to one or the other?"

"Yes, I think so, but in any event no additional water can be received from these sources inside of from sixty to ninety days."

"Why?"

"From the simple fact that it will be impossible to get a pumping engine of sufficient capacity inside of that time, and as you see, that leaves us in as bad a boat as before. I recommended that an engine be procured some time ago and it might have been nearly ready now. As you will also remember it was two years ago that I recommended another conduit and had one been started we would have been able to utilize it now at Rochester without doubt. There is no other thing to do, however. The city will have to construct another conduit to Hemlock Lake."

"When will you report to the Executive Board?"

"This week I will present a long report to the board, but what I will say in that report you will have to wait and see."

A citizen who has been prominent in the long continued additional water supply discussion said yesterday: "Mr. Tubbs is between the horns of a very unpleasant dilemma. During all this time and when he testified under oath that the city was getting 9,000,000 gallons daily through the conduit, he must have either known or not have known that the contrary was the fact. If he did not know it what sort of a chief engineer of the water department is he? If he did know it why did he conceal his knowledge from the Executive Board and the people? He must have been either incompetent or worse. The Executive Board meets to-morrow, and it seems to me that the first and most important step to be taken by it towards getting this city a sufficient water supply is to remove Mr. Tubbs." He is out of sympathy with the people in this matter. He is a stumbling block in the way of supplying the people's need. He is inutile in his position. He should step down and out."

THE CHILI SPRINGS.

Saturday afternoon Julius Armbruster, chairman of the Executive Board, Mayor Carroll and William Mc Connell, who claims to have drilled the Gates artesian well, visited the farm of R. P. Hubbard in the town of Chili about a mile north of the Central-Hudson station in that town. On the farm are several large springs. Mr. McConnell called the attention of the Executive Board to these springs and those on the Snow farm. The Snow farm springs he claims will give the city a supply of 3,000,000 gallons of excellent water per day. The present overflow from these springs is about 1,000,000 gallons per day. The water has been analyzed by Professor Lattimore and found to be about as soft as the Hemlock water and very pure. From Coldwater, while prospecting, he followed a westerly course and came across the springs on Mr. Hubbard's farm. He kept on his search and found that the chain of springs lead off in the direction of Silver lake. He is not certain whether or not these springs are fed from the waters of Silver lake, but is a little inclined to believe that this source of water comes from Lake Erie, for the reason that whenever high winds prevail on Lake Erie the springs rise three or four inches.

At the Hubbard farm Messrs Aldridge and Barnard joined the party. In company with Mr. Hubbard the party was first conducted to a beautiful spring of water directly back of his house. This spring had been walled up about five or six feet above the top of the ground and about twenty feet square. Bubbling up from innumerable holes in this large space was a supply of water, pure and icy cold. On one side of the wall was the overflow sending a solid stream of water down into a meadow and forming a brook of swift running water three feet wide. A portion of this overflow is converted to a water "ram" which supplies the barns, sheds and a fountain on the farm. The water is about as soft as the Hemlock water and the constant boiling up of the spring fills the big tank with loose earth so that it is necessary every year to

[illegible] it out. The overflow of this spring was [illegible] 000,000 and [illegible] 00 gallons per day. The temperature was found to be about 48 degrees Farenheit.

The next spring visited was located about twenty feet from the first spring and is about thirty feet long and fifteen feet wide. Water was boiling up in this spring in about the same [illegible] the first [illegible] equally as [illegible]. The third spring [illegible] lies directly back of the other two in an open field. It is about twenty feet square and is walled up two or three feet above the earth.

In the center of the spring a stream about two feet in diameter is constantly boiling up. The spring was overflowing from two different outlets, sending a stream fully two feet wide from each overflow. No effort has ever been made to increase the flow of water because the present overflow supplies all the water required to a brook passing through a lot, summer and winter and was never known to exhaust its supply even in the driest summer weather. Two small springs are located a little farther east, but these were not inspected.

The party was next conducted to a large lot across the road from Mr. Hubbard's residence and about a quarter of a mile farther north, to a spring which, it is claimed, is the largest of all the springs in this vicinity. So great was the flow from this spring that it was long ago found necessary to place a stone four feet square and two feet thick over the center of it to shut off the flow of water. This stone has never been removed, but a sheet of pure, cold water, thirty feet square stands in the middle of the field all summer long. The overflow forms quite a large brook which runs southward, crosses the road and continues its course toward a mill pond a mile and a half away.

This was the last spring visited, and upon returning to the farm house it was estimated that over 1,000,000 gallons of water per day was flowing out into brooks from these springs in their present condition. Mr. Hubbard stated that he had known the springs for the last fifty years, and that never during all those years had the flow been any smaller than it was on Saturday. He was confident that if the four springs were cleared out and bored down thirty feet in the rock that they would furnish a daily supply of 4,000,000 gallons of water. As these springs are located on a direct line with those at the Snow farm at Coldwater, it was the opinion of the members of the Executive Board that a pipe line could be constructed connecting all the springs and thus furnish Rochester with a water supply equal to 8,000,000 per day at a comparatively small expenditure of money. The springs on the Hubbard farm are about 120 feet higher than this city, and a fall of that distance, backed by a pump, it was estimated would fill a twelve-inch pipe with a solid stream of pure water.

Should it be decided to go to these springs a pipe line about eight and one-half miles in length will have to be constructed. This will join with the Hemlock main at Lincoln Park. The members of the board thought that the water could be brought to the mains for about $200,000. This does not include the purchase price of the farm or that portion of it on which the springs are located. It is probable that Mr. Rafter will be ordered to inspect the Hubbard springs to-day and procure samples of the water for analyzation by Professor Lattimore.

A $100,000 LEAKAGE

That Amount of the City's Money Needlessly Expended.

FAULTY GOVERNMENT SYSTEM

John Bower Shows Where the Municipal Business Methods Need a Change—A New Charter Needed—What It Should Provide For.

John Bower, the accountant, is busy these days. Investigation follows investigation with but little prospect of an ending. Reports are presented to the aldermen but the pertinent suggestions seem to have no more effect than so much water on a duck's back. The committees show no disposition to act in the matter and as no more criminal acts have been discovered the public seems to benefit but little by having its eyes opened. The looseness, which the investigation has brought to light should be remedied, but the question is how.

Mr. Bower has made a careful study of the problem and taxpayers are already familiar with some of the results of his labor. In company with Frederick Whittlesey and J. C. O'Brien, Mr. Bower reduced the revised charter of 1886 to shape, that document outlining his idea of a responsible municipal government. A DEMOCRAT AND CHRONICLE reporter called at the accountant's home yesterday afternoon and obtained from him a statement of the changes he thinks necessary. Reference was made at first to the irregular methods in vogue and the probable amount of money needlessly expended each year.

"I should like," said Mr. Bower, "to be one of a syndicate which had the contract for running the city government better—or at least as well as it is now conducted for $100,000 less than at the present cost. I think that amount could be saved without any trouble. The expenses in each department could be cut down a good deal. If any business house conducted its affairs as the business of the city of Rochester is conducted it would be bankrupt within a year."

"Where could the money be saved?"

"By the Executive Board, and in every department. The water department alone costs about $400,000 each year—that is including $250,000 in interest on bonds. The revenue from the works has not in a single instance paid the interest. The Board spends money where it pleases and there is no authority to check the expenditures. To be sure the board comes before the Common Council once a year and asks for a certain appropriation. Orders are drawn on the city treasurer for money, but no one is directly responsible.

[illegible] you remedy this [illegible] the whole [illegible] having a triple-headed or double-headed body in the city government. In its place there might be as in many cities a department of public works with a chief, appointed by the mayor, for instance, [illegible] head. This department might be divided into bureaus—for the streets, water works, lamps and other departments. Each of these bureaus should be headed by a chief appointed by the commissioner of public works. The sub-heads in turn should select their subordinates, each man forming a link to the chain. As in some cities, the mayor might be the center of the system. He could be reached by the people and the responsibility would be fixed."

"Would not that form a dangerous one man power?"

"Yes, that would be the public cry. But when you analyze the system there's no danger in it. It is precisely the plan every business house or corporation adopts. You don't find a business house appointing two or three foremen for each department. The trouble with the present system is that the men selected are not fitted for the work they attempt. The public is frightened by this one-man cry but it must be educated to demand business methods in municipal affairs. Then there are provisions which could be enforced to hedge in any despotism on the part of the mayor. In making his appointments he could be checked by a sort of advisory board composed of citizens but not city officials elected by the people.

"When the charter of 1886 was drafted I asked that such a board be provided, but I finally withdrew my suggestion and the mayor was constituted the appointing power. The proper latitude given to the appointing power has been discussed by several able writers on municipal government. The question is right here. It is not policy to leave appointments in the hands of the legislative body, nor is it perhaps best to give the mayor unlimited power. The scheme of sending appointments to the legislative body for confirmation has its objections, and on the whole the advisory board gives the best results."

"You have often suggested the appointment of an auditor?"

"Yes, there should be an auditor, he, too, to be appointed by the mayor. All the orders on the city treasurer should pass through his hands, none being paid without his signature. He should know what each bill was for and would become directly responsible for any error in payment. If a bill seemed to him in any way unreasonable he should return it with the reasons for non-payment. Then the parties would be given a hearing and the matter straightened out justly. That would cut down the expenses of each department and create a responsible officer who could be suspended in case he was not satisfactory."

"Is a controller needed?"

"No, not in Rochester. He is practically but a book-keeper, and in a city of this size he can be dispensed with. Cities like Brooklyn, New York or Boston need a controller."

"How about the Board of Education?"

"I would abolish that as it exists. In place of the present board a smaller appointive body could, with good results, be substituted—say six men and two women."

"But would eight commissioners be much of an improvement on sixteen in the expenditure of funds?" asked the reporter.

"Back of these heads of departments there should in my opinion be a Board of Estimate. Most of the larger cities have these boards. They fix the amount of money to be expended by each department and there can be no overdrawing of funds. In Rochester this board might consist as elsewhere of the mayor, auditor, and the heads of two of the leading departments, or it might be appointed or elected. There should be a provision in the charter under which the city would not be liable for any expenditures over the stated fund, but the members of the department overdrawing should be made severally and individually liable."

"Has a small appointive Board of Education been found as serviceable as the Rochester system?" was asked.

"Under the bill for the government of cities which was passed some years ago by the Pennsylvania legislature the Court of Common Pleas has the power of appointing school commissioners. And expert legal talent has pronounced the system of municipal government laid down in that bill the soundest in existence. The charter of 1886 was modelled after that system.

"When Mr. Thayer and I took charge of the city treasurer's office we found orders for city money signed with rubber stamps. The charter strictly provides that all bills shall be signed by the president of the board and the committee men. He told the clerks of the treasurer's office that no more such bills would be paid and a great many were returned for proper signatures. I went over the board rooms to see about the matter and I found the rubber stamps in the drawer of an employe's desk. Bills drawn by other departments were frequently signed by but part of the committee. Sometimes the first name was in ink but the others were in lead as though the aldermen had been hurriedly buttonholed in the street or in the Council Chamber before the session began."

Mr. Bower was next asked about police and excise matters. He said: "I would combine the police and excise matters, and in this case, where the powers are discretionary, I would have two or three members of the board."

"How can the system of government be changed?" asked the reporter.

"The first thing to do is to get a new charter. There is no use in tinkering with the present one. It is like trying to change a primitive log cabin to a modern house. The work must begin from the foundation. The evils are the outgrowth of the system and will exist as long as it does. But no change will be made without a fight. Other cities fought years before they obtained a good charter and it will be the same here. In every case the Common Council opposed a change in the charter and the aldermen were the bitterest opponents of a rampant [illegible]

[illegible] charter revision [illegible]

The charter [illegible] referred to by Mr. Bower during the interview was the result of an agitation during 1885. It was presented in form to the Assembly in January, 1886, but was finally killed. Mr. Bower had a great deal to do with drafting the document and in the main it is an expression of his ideas on municipal government. By its provisions the appointing power was vested in the mayor. He was authorized to appoint the following officers: City attorney, auditor, superintendent of city improvements, superintendent of streets, superintendent of water works, superintendent of fire department, commissioner of police, commissioner of excise, overseer of poor, sealer of weights and measures, three city assessors, six members of the board of health, eight members of the board of education. A board of estimate was provided consisting of the mayor, city treasurer and three citizens. The latter were to be appointed by the mayor and city treasurer jointly. The elective officers were named as follows: Mayor, treasurer, police justice, Municipal Court judges and aldermen, supervisors and constables for each ward. The Common Council was declared a legislative body only, with clearly defined powers. The Board of Education was to consist of eight commissioners, two of whom were to be women. The members were to be appointed by the mayor for two, three and four years. A provision was inserted under which the city was not liable for contracts made where there were no funds to pay the bill, but the officers making the contract (if made by a board the members voting 'aye') were to be held responsible severally and jointly.

ROCHESTER MORNING HERALD

[illegible]DAY, JULY 8, 1890.

MIGHT BE BETTER.

MR. RAFTER'S FAINT PRAISE OF HONEOYE CREEK.

He Says That He Found More Contamination Than He Expected—Mr. Tubbs and the Executive Board—June Average.

At midnight last night Assistant Engineer Rafter and Dr. M. L. Mallory returned from the inspection of Honeoye creek, which they were directed to make by the executive board with the view to reporting on the availability of that stream as a possible source of additional water supply for the city. To a HERALD reporter, who met the party on its return last night, Mr. Rafter said: "We examined the creek in detail from Smithtown to the lower part of the village of Honeoye Falls—a distance of about two miles and a half as the creek flows. It is here that the principal sources of contamination exist. We took a number of samples of water at different points which will be submitted to Professor Lattimore for analysis. Until the results of these analyses are submitted to the executive board I do not care to advance a deliberate opinion of my own as to the condition of the water. I may say with propriety, however, that we found the contamination of the creek much greater than we expected. There are many things that go into that stream that are not usually regarded as enhancing the value of high grade drinking water. The contamination results from out-buildings and other sources usually found about water courses used to furnish power to mills. The engineering difficulties in the way of the project are so few as to be hardly worth talking about. The main question, I think, will come up on the quality of the water."

Before leaving the city in the forenoon Mr. Rafter addressed the following note to the executive board:

To the Executive Board:

GENTLEMEN—In view of the fact that a report on the proposed temporary additional water supply from Honeoye creek involves consideration of the various processes of mechanical filtration, it is requested that the time for such report be extended for a few days in order to admit of the necessary information being got together.

The report of test of flow into Rush reservoir from 7 A. M. of Saturday to 7 P. M. of that date, as given in the city papers, is correct, and it is further requested that these published statements be accepted as the report for the present, until a more formal report can be made.

The foregoing requests are made on behalf of both Mr. Tubbs and myself.

Very respectfully,
GEORGE W. RAFTER.

An extension of three days' time was granted to Mr. Rafter and he was also requested to present a report on the Hubbard springs in addition to his other reports.

Chief Engineer Tubbs was in Buffalo all day yesterday, having been subpoenaed in a lawsuit. The executive board held a private meeting in the afternoon to consider the advisability of requesting the resignation of the chief engineer in consequence of the recent revelations regarding the flow of water coming through the conduit. No conclusion was arrived at, however, and Mr. Tubbs will undoubtedly be given an opportunity to be heard before any decisive action is taken. He will present a formal report to the board in a few days. Mr. Aldridge said yesterday afternoon that the matter was a delicate one and so important that the board had decided to proceed cautiously and make no mistakes. Mr. Armbruster is disposed to proceed slowly in the matter of putting the extensive water works system in the hands of a new man, while Mr. Barnard has little to say on either side.

To-day Messrs. Aldridge and Barnard will go to Hemlock lake to make some investigations regarding the sanitary protection of the water and the men employed.

The books at Mount Hope gatehouse show that the average daily consumption of water during June was 8,552,383 gallons.

OAK HILL.

CHAMBER OF COMMERCE AGAINST IT.

No More Cemeteries Wanted—More Acceptable Water Works Administration Called For—School Board Investigation.

The general meetings of the chamber of commerce are discontinued during the heated term but the meetings of the board of trustees are not and as last evening was the time fixed for the July gathering, 14 trustees assembled at the rooms of the organization. In the absence of President L. P. Ross, who is in Europe, Vice President Henry C. Brewster presided. Secretary McClintock was in his usual place at the end of the long table.

A letter from the New York produce exchange was read in reference to a new bill of lading, which it states was to go into effect July 1st on many of the principal railroads of the country. The communication spoke of the suddenness of the change and recommends that if it be necessary to accept it, it be under protest and pending investigation. The railroad companies claim that it is in the interests of shippers and the produce exchange letter alludes to this in sarcastic terms as an instance of the "fatherly care" exercised over the forwarders by the corporations. The matter was referred to the railroad committee with instructions to report at the next meeting. Shippers who may have looked into the subject are invited to communicate with the committee.

John Fahy from the railroad committee reported that he had communicated with the express companies with a view of securing lower express rates to and from Rochester. While there had been no definite reductions as yet he was confident that further efforts would be rewarded with success.

The advisability of pumping water from Honeoye creek or from other sources to increase the water supply was informally discussed and the matter referred to the special committee on the purity of the Hemlock water supply, with instructions to give special attention thereto and take such action as may be deemed proper. Later in the meeting the following resolution was adopted:

Resolved, That the recent energetic action of the executive board with reference to the reservoirs and water supply meets the hearty approval of this body and we desire to express the hope that still further action looking to more acceptable administration of this important department of the business entrusted to it may be taken without unnecessary delay.

A resolution was also adopted providing for the appointment of a committee of six members of the chamber, of whom the secretary should be one, to represent the chamber of commerce at the public meetings of the committee appointed by the common council to investigate the board of education. The preamble states that this action is taken on account of the importance of the proposed investigation. The committee consists of Joseph T. Alling, E. R. Andrews, Clinton Rogers, J. W. Gillis, Frank J. Amsden and Secretary McClintock.

There was considerable discussion regarding the present status of the Oak Hill cemetery project, which has recently showed signs of returning life. After several speeches had been made the following forcible resolutions were adopted:

Resolved, That it is the opinion of the chamber of commerce of the city of Rochester that it will be in the greatest degree injudicious and impolitic to allow a new cemetery on the Oak Hill tract, so called, being the former Warner property, or to allow now, or at any time in the future, a new cemetery to be established in any other part of the city. Mount Hope cemetery is sufficient for the present needs of the city and for the future needs for a very long period. It has been purchased and paid for by the city, and if any profit is to be derived from the sale of cemetery lots, it should be derived by the city itself. The experience of all cities shows that the establishment of cemeteries within the city limits is injurious to all property in the vicinity and should not be allowed within the limits of any growing city. The fact that the establishment of a new cemetery on the former Warner property would interfere with the new park that has been established, called Highland park; and that it would take from the assessment rolls of the city property, which is stated to have been sold at $300,000, is an additional argument against its establishment. It would increase to some extent the tax rate of every citizen.

Resolved, That we commend the action of the common council in declining to permit the creation of another urban cemetery and express the hope that this wise and politic action will not be rescinded.

A special committee was appointed consisting of W. C. Barry, John Fahy and J. W. Gillis. It will bring the matter before the common council and the board of health with a view to preventing the establishment of the cemetery.

This finished the board's business and at 9:15 P. M. an adjournment was moved and carried.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle.
JULY 8, 1890.

MR. ALDRIDGE'S OPINION

What He Thinks About the Shortage of Hemlock.

MR. TUBBS'S RESIGNATION

The Board Has Not Asked for it Nor Has it Discussed the Matter in Any Way, Either Formally or Informally—How the Case Stands.

A rumor was afloat last evening that the Executive Board had or would this morning ask for Mr. Tubbs's resignation of his position as chief engineer of the water works. A DEMOCRAT AND CHRONICLE reporter called on George W. Aldridge and asked whether there was any truth in the report. Said Mr. Aldridge: "So far as I know Mr. Tubbs has not been asked to resign. The board has not discussed the matter and no action whatever has been taken toward asking for his resignation. No such action will be taken to-morrow as Mr. Barnard and myself are going to Hemlock lake to be gone all day. What the board will do in the future I, of course, cannot say but as yet there has not been even an informal discussion of the subject."

In the afternoon Mr. Aldridge was interviewed at the office of the Executive Board on the shortage in the carrying capacity of the conduit. He was asked, "what action has the Executive Board taken on the subject of the shortage in the carrying capacity of the conduit?"

"We have taken no action as yet other than to look about for the most available point from which an additional supply can be secured. This subject settled, we will go to work at once and get more water as quickly as possible."

"What is your theory Mr. Aldridge as to the cause of the leakage?"

"I am sure that there must be an obstruction in the pipe somewhere or a very large leak."

"Could it be possible that there would be a leak which might have been overlooked by Messrs. Rafter and Tubbs when they went over the line week before last?"

"It does not seem so. In fact I do not believe that there could be such a leak and yet there is a bare possibility that such a leak might exist."

"What is your idea as to the obstruction?"

"I think that if there is an obstruction that it is quicksand. You know the line was laid through beds of quicksand in several places, and it may have worked into the pipe in some way, and settled in the low places, and yet I was talking to-day to a man who worked on the line at the place where the quicksand is. He says that he is positive that no quicksand got in at that time, and that the pipe was perfectly constructed."

"How could the quicksand get into the pipe?"

"That I cannot say. I do not say that there is quicksand there, but that seems to be the most reasonable theory as to what the obstruction is."

"Have you talked to Mr. Rafter on the subject?"

"Yes, and he thinks as I do that the obstruction must be quicksand or something of that nature."

"But the quicksand couldn't get into the pipe without water getting out, could it?"

"No."

"Could such an obstruction as a log or lumber or stones get in?"

"I do not see how. I went up to Buffalo yesterday to see Mrs. Blossom, wife of the old gate keeper, and asked her if it was possible that any such stuff could get in. She was positive that no such obstructions would have gone through the gate house. She said, though, for the last two or three years when Mr. Blossom was alive he often remarked that the water in the gate house was strangely still and did not rush in as it did when the conduit was first built. She did not think, however, that by any possibility any logs or anything of that kind could get into the pipe. In fact, she was positive that it could not."

"Could the obstructions be in the pipe between the gate house and the lake, or could the screens over the mouths of the pipes be stopped up?"

"No. The screens are cleaned at regular intervals and nothing could be in the pipe without being forced along to the gate house."

"When did you first learn that the conduit was not carrying 9,000,000 gallons?"

"You remember when we gave Mr. Rafter orders to try to fill Rush reservoir? Well, while he was looking the scheme up, he suspected that such was the state of affairs, and told the board. We had the measurement taken in June, and until that time I had never mistrusted but that the conduit carried its full quota of water, and was as much surprised as anybody at the outcome of the measurement."

"Do you think that Mr. Tubbs is honest in his professions that he did not know that the conduit was not carrying 9,000,000 gallons a day?"

"I do."

"How was it that no measurements were taken at the time of the investigation in 1889?"

"There was no call for a measurement and we never thought but that things were all right."

"Will you ask Mr. Tubbs to resign?"

"Nothing has been said about that by the board."

"Will it take as long as Mr. Tubbs said in his interview in the DEMOCRAT AND CHRONICLE this morning to get an additional supply after the proper place from which to procure it is located?"

"I don't see how it can be done any [illegible]

"Do you anticipate [illegible]"

"No I do not. [illegible]"

"What will the board do to prevent it?"

"We will place restrictions on the use of water, and after [illegible] place is found get the additional supply [illegible] possible. The Executive Board is [illegible] work for the best interests of [illegible] people and [illegible] place when we can be blamed is in taking too much on faith in the engineering questions which have come before the board from time to time. There need be no alarm about a water famine, and if it is a possible thing we will find out what is the matter with the conduit. I want to state, also in reply to a criticism that Engineers Fanning and Fteley were not permitted to take measurements, that they never came near this office. They could have measured the flow of water at any time, but they did not come near this office at any time when they were here."

Assistant Engineer George W. Rafter and Dr. M. L. Mallory started at 10:30 o'clock yesterday morning for Honeoye creek, for the purpose of making an examination with reference to the proposed use of its waters for an additional supply for the city. Before leaving Mr. Rafter sent the following to the Executive Board:

GENTLEMEN: In view of the fact that a report on the proposed temperorary additional water supply from Honeoye creek involves consideration of the various processes of mechanical filtration, it is requested that the time for such report be extended for a few days, in order to admit of the necessary information being got together.

The report of test of flow into Rush reservoir from 7 A. M. of Saturday to 7 P. M. of that date, as given in the city papers, is correct; and it is further requested that these published statements be accepted as the report for the present until a more formal report can be made. The foregoing requests are made on behalf of both Mr. Tubbs and myself.

Very Respectfully,
GEORGE W. RAFTER.

Upon motion of Mr. Aldridge an extension of three days' time was granted and Mr. Rafter was requested to present a report on the Hubbard springs in connection with his other reports.

Mr. Rafter is pushing preparations for filling the reservoir. Five shelter houses have been located as follows: Mansion and Flint streets, South avenue and Caroline street, Goodman and Harlem streets, Central avenue and North Clinton street, State and Smith streets. The sixth house will probably be located near the corner of North avenue and Webster street. Two men will be stationed at each house, and will be on duty twelve hours each. In each house will be a fire alarm gong, a water pressure guage and a telephone, in addition to the appliance for opening and closing a gate in the water main. The water will be reduced to a certain pressure at 6 o'clock in the afternoon and still further at 9 P. M., where it will remain until 5 A. M.

The Executive Board yesterday afternoon decided to test the Hubbard springs, with a view of seeing what their capacity is.

A RISKY CONVENTION.

Monthly Meeting of the State Insurance Association.

About twenty-five insurance men from all parts of the state reached this city last night. They are delegates to the Insurance Convention which will be held in this city to-day and to-morrow.

At 9 o'clock this morning the New York State Association of Supervisors and Adjustment Agents—an organization out of active work will meet in the Chamber of Commerce rooms. The meeting will be of a social character and after listening to one or two speeches and electing officers an adjournment will be taken. The members will spend the afternoon and evening at Ontario Beach.

Wednesday morning the work of the convention will begin. During the forenoon the underwriters of the state of New York—the association of working insurance men—will meet in the Chamber of Commerce rooms. The meeting is a monthly one and but little business of importance will be transacted. An adjournment will be taken early in the afternoon.

The July meeting, at which the two organizations are always present, is usually more of a social gathering than the others. For several years past the members have assembled at Hotel Sagamore, Lake George. The regular monthly meetings are held in Syracuse.

OBJECT TO OAK HILL

Chamber of Commerce on Record Against a New Cemetery.

REASONS FOR THIS ACTION

The Executive Board Commended in a Significant Resolution for its Action in Regard to the Water Supply Problem—Other Business.

The board of trustees of the Chamber of Commerce met last night and took action on several matters of importance. Henry C. Brewster presided in the absence of Lewis P. Ross.

John Fahy, from the railway committee, reported that attempts had been made to reduce express rates to and from Rochester. He thought continued efforts in this line would prove successful.

The water supply question was considered and the Honeoye Creek scheme was discussed. The sentiment of the meeting was unfavorable to it. The matter was referred to the special committee on Hemlock water purity.

A resolution was adopted citing in its preamble the importance of the Board of Education investigation ordered by the Common Council. It provided for the appointment of a committee of six to represent the Chamber of Commerce at all public sessions of the investigating committee. This committee was announced as follows: J. T. Alling, E. R. Andrews, Clinton Rogers, James W. Gillis, Frank J. Amsden and J. Y. McClintock.

James G. Cutler sent in the following resolution, which was adopted:

"Resolved, That the recent action of the Executive Board with reference to the reservoir and water supply meets the approval of this body and we desire to express the hope that still further action looking to more [illegible] department [illegible] without unnecessary delay."

Perhaps the most important action was the adoption of a resolution condemning in strong terms the Oak Hill Cemetery project. The sense of the Chamber of Commerce was expressed in the following terms:

"*Resolved*, That it is the opinion of the Chamber of Commerce of the city of Rochester that it will be in the highest degree injudicious and impolitic to allow a new cemetery to be opened on the Oak Hill tract, so called, being the former Warner property; or to allow now, or at any time in the future, a new cemetery to be established in any other part of the city.

"Mt. Hope cemetery is sufficient for the present needs of the city, and for its future needs for a very long period. It has been purchased and paid for by the city, and if any profit is to be derived from the sale of cemetery lots it should be derived by the city itself.

"The experience of all cities shows that the establishment of cemeteries within the city limits is injurious to all property in the vicinity, and should not be allowed within the limits of any growing city.

"The fact that the establishment of a new cemetery on the former Warner property would interfere with the new park that has been established, called Highland Park, and that it would take from the assessment rolls of the city, property which is stated to have been sold at $300,000, is an additional argument against its establishment. It would increase to some extent the tax rate of every citizen.

"*Resolved*, That we commend the action of the Common Council in declining to permit the creation of another urban cemetery, and express the hope that this wise and politic action will not be rescinded."

A committee, instructed to bring the matter before the Board of Health and Common Council, was appointed. William C. Barry, James W. Gillis and John Fahy were appointed as members of this committee.

July 9th '90.

ROCHESTER MORNING HERALD

AN OBJECTIONABLE PROJECT.

The Oak Hill cemetery scheme is again attracting some attention, as the readers of the HERALD may have noticed yesterday in the report of the meeting of the board of trustees of the Chamber of Commerce at which resolutions condemning the project were adopted and a committee appointed to represent the sentiment of that body before the common council.

In common with the great body of our citizenship we supposed this enterprise had been abandoned months ago when the council refused to sanction the establishing of a new graveyard within the city limits. We confess our surprise that intelligent and generally public-spirited men, such as we know some who are interested in this matter are, should sanction it. That it is a reversal of a well established and eminently wise policy which recognizes the danger of burying the dead in the immediate neighborhood of the dwellings of the living is apparent when we remember that in former years public sentiment has required the abandonment of several graveyards in this city and, in some cases, the removal of the remains interred therein to other places. This was true especially in the cases of the old Buffalo street graveyard—now the site of the City hospital—and of the Monroe street graveyard.

It is unnecessary for us to go over all the ground of objections that may be urged against the scheme of planting a grave yard on the Warner property near the Mt. Hope reservoir. Those objections are numerous and valid while against them no consideration can be urged which does not spring from mercenary or speculative motives. It would be eminently wise and sensible for the gentlemen interested in this project to recognize at this time the strong and growing antagonism of the public to their scheme; but if they fail to do so the council, in the interest of the public welfare, should decline to sanction it.

ROCHESTER MORNING HERALD
July 10th '90.

WATER QUESTION.

VARIOUS MATTERS APPERTAINING THERETO.

Professor Lattimore's Analyses of Honeoye Creek and River Water—Executive Board Forbids Hose Sprinkling.

Professor Lattimore of the university yesterday submitted his analyses of samples of water taken from Honeoye creek and Genesee river by Mr. Rafter and Dr. Mallory. The report should be prefaced by the statement that number 1 is a sample of water from the creek above Smithtown; number 2 is from below Honeoye Falls; number 3 is at East Rush, and number 5 is from the Genesee river at the rapids. Following is the professor's report:

UNIVERSITY OF ROCHESTER,
July 9, 1890.

Mr. George W. Rafter, assistant engineer, water works:

DEAR SIR: The following are the results of my analyses of the samples of water submitted by you, marked 1, 2, 3, 5:

	Parts per 100,000			
	1	2	3	5
Total solids	13.50	12.80	19.00	37.50
Fixed residue	8.50	7.00	12.50	23.50
Loss on ignition	5.00	5.50	6.50	14.00
Sodium chloride	0.31	0.30	0.33	6.27
Free ammonia	0.002	0.002	0.003	none
Albuminoid ammonia	0.006	0.006	0.006	0.002
Nitrites	none	none	none	none
Nitrates	none	none	none	none
Hardness	8.10	8.60	9.70	13.80

The samples 1, 2, 3, when received were quite turbid from fine clay held in suspension, which rendered it necessary to filter them through fine paper. Number 5 also contained a small quantity of fine sand, which was removed in a similar manner, previous to analysis.

Very respectfully,
S. A. LATTIMORE.

Mr. Rafter told a HERALD reporter last evening that he was being forced to the conclusion that the city would be compelled to go either to Honeoye creek or to the Genesee river for a temporary additional supply of water. Professor Lattimore's analyses, he said, showed that the water of Honeoye creek was not so bad as an inspection of the stream would lead one to suppose. Mr. Rafter expressed himself as disappointed because the flow from the Hubbard springs was only 375,000 gallons by actual measuremeet. The water, he said, was apparently of an excellent quality; but it was folly to look seriously to these springs with the supply so small as it had proved.

The Mendon ponds, which are about four miles east of Rush reservoir, are mentioned as a possible source of an additional supply, and it is suggested that the water could be pumped into the reservoir. Of these ponds Mr. Tubbs said yesterday: "I think that the water is mostly surface water and that the supply would soon give out if a two-million gallon pump were applied. The surroundings are somewhat swampy, too, if I recollect aright. I visited the ponds some time ago and that is my remembrance." Mr. Rafter also thought that the water would prove undesirable in quality and quantity.

Mr. Aldridge did not yesterday visit the lake or spring near Pittsford that has been talked about. He may do so to-day or to-morrow, however.

Spring creek and Blue pond of Mumford are mentioned as possibilities, but it is objected that the water is too hard and too far away.

Messrs. Gray and Dodgson, at the head of a party of eight engineers, will begin making the air-valve measurements to-day. Nearly all of the party left for Livonia last evening. Mr. Rafter will go up to Hemlock lake this morning to see the young engineers fairly under way and also to ascertain the progress made in repairing the big leak at Slab City.

Messrs. Tubbs and Rafter are preparing their report on the present condition of the conduit, including the result of the test made at Rush last Saturday. This report and one on the matter of an additional water supply to be signed by the engineers and Dr. Mallory will probably be presented to the board to-morrow.

Economy in the use of water is the order of the day. The executive board has decided to stop hose sprinkling for the summer, as will be seen by the following resolutions, which were adopted unanimously yesterday afternoon:

Resolved, That on and after July 10, 1890, the use of Hemlock lake water for sprinkling lawns, streets, gardens or for any use for which a charge for sprinkling is made is hereby prohibited; and in all cases where a violation of this order is proven, the executive board will cause such action to be taken as is by law provided.

Resolved, That the registrar of the water works office be and he is hereby authorized to refund to all persons who have paid sprinkling rates in advance for the season of 1890 the proportionate part of the amount so over-paid.

The board also directed the superintendent at Mount Hope to put self-closing faucets on the stand-pipes in the cemetery furnishing water for sprinkling flowers and greensward, and from which a large amount of water has heretofore run to waste.

M. W. Lyman of Bergen, a gentleman who took an active part in the construction of the pipe line in 1873-76, was in the city yesterday. Mr. Lyman is thoroughly informed as to the location and characteristics of the conduit throughout its entire length. He is confident that the pipe is capable of delivering nine million gallons of water a day and has a theory that quicksand has sifted through the [illegible] in [illegible] between Hemlock [illegible] here, for a mile and a half, the pipe is laid from 16 to 24 feet underground and of course a leak would need to be of very large proportions to give surface indications of its existence. Mr. Lyman thinks it probable that the trouble will be found to exist in this portion of the pipe—either as a leak or as an obstruction caused by sand. There are no air-valves on this section of the line. Mr. Lyman is also familiar with Honeoye creek and is positive that the citizens of Rochester will never consent to use its water for drinking purposes if they become familiar with its character.

OAK HILL PROJECT.

Public Meeting Called to Protest Against It.

The following circular, issued by those opposed to the establishment of a cemetery on the Warner property, opposite Mount Hope, is self-explanatory:

A public meeting has been called for Friday evening, at eight o'clock, at Calvary church chapel, South avenue, to protest against the establishment of the so-called Oak Hill cemetery, on the Warner tract, by a stock company, for speculative purposes.

This matter has lately come up again, after being denounced at its inception in a public meeting, protested against by the press, and severely censured by the leading physicians and citizens.

The establishment of such a cemetery within the city limits, could not fail to arrest the growth and prosperity of the city in its vicinity; immediately affecting the Twelfth, Sixteenth and Seventh wards, and thus directly interfering with the well-being of the city at large.

On the ground of sanitary reasons alone, public sentiment has long ago discountenanced the creation of cemetaries in the midst of a city population. In the present case, the proposed burying ground would adjoin Highland park and the pavilion, while through the proposed cemetery tract flows the main supply pipe of the water system of Rochester.

The fact that the establishment of a new cemetery would take from the assessment rolls of the city, property which is stated to have been sold for $300,000 is an additional argument against its establishment. Ample room exists in the present Mt. Hope cemetery for the needs of the city for a long period to come, and additional territory outside of the city limits can readily be obtained when required.

There exists no need whatsoever for an additional burial place—the project being solely and purely speculative on the part of those who would act at variance with the sentiment and interest of the community.

The common council, a year ago, declined to permit the erection of another urban cemetery; and the chamber of commerce, at a meeting held on the 7th instant, adopted a resolution condemning, in strong terms, the establishment of any cemetery within any portion of the city limits.

A strong and persistent effort is now being made to induce the commom council to rescind its former resolution. It is to thwart this effort, inimical to the interest of every citizen of Rochester, that a public meeting is called for Friday evening, July 11th.

Let all who have the interest of the city of Rochester at heart be present.

July 11th '90

ROCHESTER MORNING HERALD

OVERDOING IT.

Here are a few words of wisdom uttered by President Low of Columbia college in his address before the New York State Teachers' association at Saratoga on Monday: "There is always danger that the effort will be made [in our public schools] to teach too much, to teach a smattering of too many things instead of laying solid foundations, broad and deep, and instead above all, of teaching the pupil himself to observe and to think."

This suggestion is not original with President Low. On the contrary it has been observed by many persons who are not professional educators and whose chief relations to the schools are those of parents to children in attendance upon those institutions.

President Low seems to think the danger may be averted or modified by "an active oversight, at least, on the part of the regents, of the curriculum of every school in the public school system of the state." What might be the result of such an "active oversight" on the part of the regents cannot be declared. Perhaps, for instance, the regents' examination, so called, might be made to conform better to the capacity and needs of the pupils and distinguished by more common sense. Perhaps some subordinate or employe unknown to the public would have less to do with inventing wild and wayward conundrums to be answered by the pupils at the annual application of the rack and the thumb screw, and the regents themselves would cease to be distinguished, as such, as official ornaments only and become actual workers in the great cause of state education. The accomplished and distinguished gentlemen who meet at Albany semi-occasionally and listen to somebody's report or address might find that an "active oversight" of the curriculum of the common schools of this state meant downright hard work; that they would concern themselves with the class of text books used in the schools; with the kind and amount of study prescribed, and with many other matters in addition to the graceful and pleasing occupations that have heretofore characterized their Albany meetings.

The public school system of the state calls for a great deal of intelligent pruning and weeding. Fertilized with enormous appropriations secured by taxation, that fair and beautiful garden has developed an almost tropical growth of excrescences and runners that demand the application of the pruning knife. We are pleading for the salvation of the system which is in danger of being petted and fattened to death, partly through the ill-advised enthusiasm and extravagant demands of sincere friends and partly through the reckless greed and unscrupulousness of politicians who flourish upon it. "There is always danger," says Mr. Low, "that the effort will be made to teach too much." Is that evil not in actual operation at the present time? Are not ambitious pupils crammed and stuffed with a variety and a quality that not only threatens but actually produces a form of mental dyspepsia and undermines, as well, the physical vitality of students who try to keep up with the procession?

We are gravely informed that this is not true; that the curriculum is guaged to the capacity of the average student and that only the dullards have reason to complain. But some observation and inquiry among thoughtful and earnest pupils have satisfied us that these advocates of a rich and bountiful bill of fare for the public schools measure the capacity of the pupils by their own. We believe that simpler courses of study, with less of the forcing process, would go further in the direction of "teaching the pupil himself," as President Low expressed it, "to observe and to think." Let it be remembered that it is expected that the boys and girls will learn something after they leave school. In this country and our time the higher education is acquired in adult life. What we ask of the schools is simply a foundation on which the structure of citizenship can be reared.

ABOUT WATER.

LOW PRESSURE POSSIBLE ON SUNDAY.

Mr. Rafter's Plan for Saving Almost Ready to be Put Into Operation—Three Possible Sources of Temporary Supply.

Yesterday's contribution to the general stock of information on the water supply question was not especially large or noteworthy.

Assistant Engineer Rafter spent the day inspecting various points on the line and in its vicinity. He left Rochester on the early morning train on the Erie road and drove over to Slab City from Livonia station. Here a force of men is at work endeavoring to find the leak that is thought to be manifested by the stream of water gushing into the creek from the vicinity of the conduit at a point near the mill-dam. It is thought that this water comes largely, if not entirely, from the pipe, as the stream was not known to exist before the conduit was laid. Difficulty is experienced in getting at the leak, however, on account of the rock formation through which the line passes in this vicinity. Several holes are being dug down to the conduit and two of these are now down nearly to the pipe. In these considerable water has already been encountered, although the leak has not been exactly located as yet. Mr. Rafter will make another trip up the line to-morrow and will again inspect the work at Slab City [illegible] that day.

From the leak Mr. Rafter drove over to Hemlock lake and again satisfied himself that nothing was the matter with the inlet to the pipe. Of course, as the crib in the lake is 30 feet below the surface of the water no examination can be made of the actual beginning of the pipe except by a diver. But the condition of the well at the gate-house is accepted as conclusive evidence that the water is coming freely from the lake.

After a short stay at the lake the assistant engineer drove to Rush reservoir and from there over to the Mendon ponds, about four or five miles to the eastward. These ponds have been mentioned as a possible source of additional supply, but those familiar with them have not seriously entertained the idea. By the barometer the ponds lie from 100 to 110 feet below Rush reservoir. There are three of them—one at some distance from the other two—and their surroundings are marshy and not promising as a water-shed for drinking water. After inspecting the ponds Mr. Rafter returned to the city, arriving shortly after seven o'clock.

From the best information obtainable it now appears that the available sources for a temporary additional water supply have narrowed down to the Genesee river, Honeoye [illegible]

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[illegible] three the last named would undoubtedly meet the largest degree of popular approval. The objection to the well is that it at present has a capacity of but one million gallons of water a day, while two are needed, and that the water has a trace of sulphur. In reply to these objections it is urged that the water can be aerated to relieve it of sulphur and that another well can be sunk for more water. The subject was discussed last evening at a conference held in the office of the executive board at which Mr. Tubbs, Mr. Rafter and Dr. Mallory were present. The gentlemen arrived at no agreement, however, as Mr. Rafter thinks that when the city decides upon the source of the temporary supply it should be certain that it can get two million gallons a day for two years, until the permanent addition can be had.

The report of Messrs. Tubbs and Rafter, giving their opinion of the present condition of the conduit, will be presented to the executive board this morning.

Professor Leeds, the noted chemist of Hoboken, is in the city and has been invited to address the board on mechanical filtration.

M. W. Lyman, who was alluded to in yesterday's HERALD, will probably be asked to tell the executive board to-day what he knows about the pipe line.

The pressure gauges have all been placed in position in Mr. Rafter's sentry houses for the saving scheme. The wiring for the fire-alarm gongs will be put in this morning. If everything is in working order to-morrow, the people of Rochester may be treated to a dose of low pressure over Sunday.

ROCHESTER MORNING HERALD

July 12th "/90.

GATES WELL

TO BE RECOMMENDED FOR A WATER SUPPLY.

Report Will be Made This Morning—Written Statements Made By Messrs. Tubbs and Rafter Yesterday—Pump to be Bought.

A report will be presented to the executive board this morning by J. Nelson Tubbs, chief engineer of the water works; George W. Rafter, assistant engineer, and Dr. M. L. Mallory, sanitary expert, recommending that the board go to the Gates well for a temporary additional supply of water. This fact was brought out at the session of the board yesterday afternoon, when it was decided to advertise for proposals for a pumping engine having a capacity of two million gallons a day.

The engineers and physician recommend the well without attempting to throw discredit either on the water of the river or of Honeoye creek. They think the water of the well better, however, and suggest that several shafts can be sunk into the same vein of water in addition to the present well. Mr. Rafter has some doubt as to whether the quantity of water will be sufficient, but yielded to the judgment of his colleagues that a trial should be made. Professor Lattimore's analyses are included in the report.

As will be seen by the formal notice given in another column in to-day's HERALD, the board has advertised for a pumping engine and boiler, with a wrought iron chimney. All proposals are to be sealed and will be opened at the meeting of the board a week from next Friday. The pump must be able to deliver water continuously at the rate of 1,389 gallons per minute, which amounts to a trifle over two million gallons per 24 hours. If, after a trial, the Gates well should prove inadequate to the demand made upon it, then the pump can be easily transported to any point desired. It is thought that it will take over two months to get the bids, award the contract, build the engine and set it up.

The reports of Engineers Tubbs and Rafter on the present condition of the conduit were presented to the executive board yesterday. The material facts covered in the reports have already been presented to the readers of the HERALD, as a reporter of this paper was present on the occasion of the examination of the line and also when the measurement of the flow from the conduit was made at Rush. The importance of the whole subject, however, and the deductions made by the engineers, justify the publication of both reports in full. They are as follows:

ROCHESTER, N. Y., July 11, 1890.

To the Executive Board:

GENTLEMEN—In accordance with a resolution passed by your board July 8, 1890, I herewith present the following report relative to measurements of present flow of Hemlock lake conduit between Hemlock lake and Rush reservoir.

On June 14, 1890, the board, by resolution, directed me to undertake such measures for reducing the use of water in the city as I might deem practicable, the object of such reduction being to increase the storage in Rush reservoir, which at that time contained less than 47,000,000 gallons. As preliminary to such work I visited Rush and Mt. Hope reservoirs on Sunday, June 15th, and found on that and the succeeding day the following state of facts. From 7 a. m. of Sunday, June 15th, to 7 a. m. of Monday, June 16, 1890, the fountain at Mt. Hope reservoir was in operation at full capacity, and there should have been stored during the twenty-four hours in question with the surplus of unexpended head which [illegible] actually [illegible] full capacity [illegible] reservoir [illegible] As a matter of fact, the elevation of Rush reservoir remained stationary at 11 feet 4 inches during the whole of the twenty-four hours.

At Mt. Hope reservoir the elevation was the same at [illegible] a. m. of Monday, June 16th, as on the previous [illegible] at the same time. This condition [illegible] for twenty-four hours [illegible] 15th to 7 a. m. [illegible] the discharge of the conduit for the same time.

The foregoing facts were laid before the board at 10 a. m. on the morning of June 16, and by your instructions I made an inspection of the conduit on that and the following day without, however, finding any considerable leaks. Returning from such inspection Mr. Barnard and myself proceeded to Rush reservoir, and after taking the necessary precautions against error, carefully measured the inflow to that reservoir from 7 p. m. on June 18th to 7 a. m. of June 19th, finding the inflow to be for twelve hours 3,322,958 gallons, or for twenty-four hours at the rate of 6,645,916 gallons.

Mr. Oviatt, however, reported a leak on the morning of June 19th, which finally required shutting off the conduit, and which was not fully repaired and the conduit again in full operation until 11.30 p. m. of June 20th.

Inasmuch as this leak was considered to have possibly affected the result of the first measurement, it was decided to make a second measurement, which was accordingly done by Mr. Aldridge and myself, from 7 p. m. of June 22d, to 7 p. m. of June 23d, with the result of finding the flow of the conduit to be in 12 hours 3,339,202 gallons, or at the rate of 6,678,404 gallons for 24 hours.

After obtaining these results the board on Monday, June 23d, directed Mr. Tubbs and myself together to carefully inspect the whole line between Rush reservoir and Hemlock lake, and such an inspection was accordingly begun at Rush reservoir at 7.30 a. m., June 24th. Every foot of the conduit between Rush reservoir and Hemlock lake was walked over between that time and 1 p. m. of June 28th, the inspection including a personal inspection of fifty air valves, nine stop gates and seventeen blow-offs. It also included personal inspection of fourteen creek crossings.

At no point on the line were leaks of any magnitude discovered, although a number of small ones were found. One of them was in a creek crossing just below Hemlock Lake village. This was repaired on June 29th and 30th.

At Hemlock Lake village a supposed leak which has existed ever since the completion of the works, was inspected and arrangements made for a force of men to investigate it. Such an investigation is now in progress and will be pushed as rapidly as possible. A force of men has also been engaged since the conclusion of the inspection in repairing the several small leaks along the line. I have, however, no reason for believing that aside from the supposed leak at Hemlock lake village, the sum total of all the small leaks along the conduit line exceeds 50,000 to 70,000 gallons per day.

After making the foregoing described inspections it was considered desirable to verify the measurements of the flow of water already referred to, and said verification measurement was accordingly made from 7 a. m. of July 5th, to 7 p. m. of the same date by Mr. Tubbs and myself, with the result of determining the flow for twelve hours to be 3,344,524 gallons, or 6,689,048 gallons for twenty-four hours.

In making all these measurements the necessary precautions were taken that no water passed from the conduit, except the small amount used at the county buildings on South avenue, and this is found to be from the average of the meter records about 42,000 gallons in twenty-four hours, or at the rate of 21,000 in twelve hours, which should be added to the foregoing determinations in order to obtain the actual flow at the time of making the measurements.

It was further considered desirable in making the measurement of July 5th, to at the same time ascertain the hourly and total use of water from Mt. Hope reservoir, and accordingly Messrs. Storey and Dodgson were stationed at that reservoir for that purpose.

The following is the report, which is self-explanatory:

J. Nelson Tubbs, Chief Engineer, and George W. Rafter, Assistant Engineer Rochester Water Works:

GENTLEMEN—The following is our report on the measurement of water used from Mt. Hope reservoir on Saturday, July 5th, between the hours of 7 a. m. and 7 p. m.

The following table gives a detailed statement of the results of the measurement:

Hour.	Depth of water in reservoir.	Gallons in reservoir (by table).	Gallons used during preceding hour.
7 a. m.	11.862	17,009,339	
8 a. m.	11.664	16,768,773	830,563
9 a. m.	11.439	16,394,553	874,220
10 a. m.	11.201	16,000,815	894,238
11 a. m.	10.979	15,634,152	866,163
12 m.	10.740	15,241,569	892,583
1 p. m.	10.536	14,911,072	880,497
2 p. m.	10.309	14,537,834	873,238
3 p. m.	10.085	14,174,272	863,562
4 p. m.	9.865	13,828,483	849,189
5 p. m.	9.640	13,482,606	845,877
6 p. m.	9.417	13,141,225	231,881
7 p. m.	9.203	12,814,963	820,263
Totals	—	—	4,284,873

We were furnished by Mr. Rafter with a meterphone with which we examined all the gates which regulate the flow from Rush reservoir, and found them to be shut perfectly tight during the hours of the measurement. We also examined the inlets to Mount Hope and found no water coming through them.

We will add that the pressure gauge in the gate house connected with the Rush conduit registered about forty-eight pounds, which pressure remained constant throughout the day, indicating that there was little or no leak in the pipe between Rush and Mt. Hope reservoirs.

Respectfully submitted,
WILLIAM R. STOREY,
FRANK L. DODGSON.

Rochester, N. Y., July 7, 1890.

As to the real source of the trouble I don't know. The inspection of June 24th and 28th showed that the conduit was at that time running full at all points between Hemlock lake and Rush reservoir, and with present information I can only theorize as to the cause of the difficulty. It is expected, however, by an actual measurement of the height to which the water will rise at the several air valves along the line, to determine the location of obstructions if any exist, and a party of engineers is now in the field engaged in the necessary instrumental determinations which are required for such an investigation. In the meantime the board is assured that every effort will be made to solve the seeming mystery.

In conclusion, I suggest that the conduit, lake and reservoirs be placed permanently in charge of one competent person of some engineering attainment in order to avoid the working at cross purposes, which occasionally exists under the present arrangement. I believe that the expense of such supervision will be amply repaid in the increased immunity from accident which will result. Respectfully submitted,

GEO. W. RAFTER.

Chief Engineer Tubbs's communication is as follows:

The portion of the foregoing statement prepared by George W. Rafter relating to our joint examination of the Rochester water works conduit line, from June 24th to June 28th, inclusive, and also his statement in relation to the test of the flow of water through said conduit on date of Saturday, July 5th, by observing the rise of the surface of water in Rush reservoir for twelve hours, while the pipe leading from Rush reservoir to Mt. Hope reservoir was closed, I concur in, as a correct statement of the facts and conditions existing at those dates. I also assent to his recommendation that but one man should have authority on the conduit line, at least pending the examinations now in progress. As the amount coming through the conduit on the day of the test, indicated a daily capacity of 6,689,048 gallons, certain adverse criticisms in relation to my official management of the water works has resulted. I have, therefore, deemed it expedient to make a brief re-statement of the antecedent facts in relation to our knowledge of the capacity of said conduit.

In my report to the board of water commissioners on date of January, 1875, at page 25, occurs the following statement: "The undersigned has always believed it good policy, during the present construction, to provide for all the future an ample supply of water. The commissioners, after careful and thorough examination of the whole subject, have also arrived at this conclusion and such arrangements and constructions have been made, both in the [illegible] reservoirs and conduit line, as [illegible] the supply to be received from Hemlock lake [illegible] gallons per day." On page 29, of the same report, occurs the following: "The anticipated capacity of our conduit line from Hemlock lake is 7,000,000 gallons per day; and, eliminating unreasonable wastefulness in its use, this source alone should supply over 150,000 people." Also, [illegible] the following: [illegible] of the conduit [illegible] capacity would be about [illegible],000 gallons per day, in accordance with my calculations from standard hydraulic formulas; but, from some careful measurements which have since been made, it was found that the actual flow was greatly in excess of the amount stated, being, in fact, about 9,233,000 gallons."

On page 66 of the same report I describe the circumstances attending the careful measurement alluded to in the foregoing, as follows: "It is to be regretted that, from want of time, a series of reliable and long continued observations in regard to the actual discharge of our conduit has not yet been made. Aside from the crude records of the gate-keepers at the two reservoirs, and which can have no scientific value, only one careful measurement of the flow from Hemlock lake into the storage reservoir was made by my former assistant, L. L. Nichols. This was done by a very accurate observation of the rise of the water surface in the storage reservoir during a period of eight hours; and, as the exact dimensions of the basin were all known, the quantity of water delivered through the pipe was then computed, and found to be at the rate of 9,232,800 gallons per day. These figures refer only to the volume contained within the faces of the reservoir banks, and without any allowance whatever for absorption by the latter, which were, at the time, perfectly new, and had never been subjected to the action of the water. But, even if it be assumed that no loss of water occurred, yet the above-mentioned discharge is, nevertheless, far in excess of the quantity obtained from the hydraulic formulas in common use, as will be seen by the following:

On page 71 of same report is a table showing results by these formulas, as follows: Gallons per day—Weisback, 7,403,072; Grashof, 7,443,529; Darcy, 7,934,327; Lampe (1), 8,753,026; Lampe (2), 9,074,144; Prony, 6,735,049; Eytelwein, 7,419,315; D'Aubisson, 6,774,628. In my report dated May 1, 1879, at page 26, occurs the following: "I think our conduit line is the longest of its kind in this country, and perhaps in any other. Great interest has been manifested ever since our works were completed by those interested in hydraulic science that careful experiments should be made of the flow of water in our conduit, with a view to the correction of hydraulic formulas relating to that subject. The results of such experiments, carefully conducted, would be received by the scientific world as most valuable contributions to science, and it may perhaps be regarded somewhat in the light of a duty that those having control of unusual facilities for making examinations should do so for the general good. I have never felt at liberty to very strongly urge the boards in charge of our water works to make the necessary expenditures for this purpose, and, perhaps, even now our financial condition will not warrant its being undertaken, but I earnestly recommend that it should be done at an early day, particularly as the expense would be comparatively light." On several occasions, at a later date, when the conduit between Rush and Mt. Hope reservoirs was shut off for the purpose of repairs, Mr. Gray, the gate-keeper, was directed to keep measurements of the rise in Rush reservoir, and these measurements all, to the best of my recollection, confirmed the results obtained by Mr. Nichols. The latest experiment was in October, 1888, when Mr. Gray reported a rise of 2' 1" in twenty hours, giving by the tables a flow at the rate of 9,108,657 gallons per day. On date of February 16, 1889, the two experts, Messrs. Fteley and Fanning, as shown at pages 15 and 16 of the official reports on an additional water supply, introduce a discussion as to the computed flow through the conduit at that time, and close the discussion with the following statement: "We have no doubt but that these conduits are now delivering, approximately, nine million gallons of water daily."

The foregoing is the evidence in relation to the capacity of the conduit, and has been placed in possession of the public year by year, as it has come to my knowledge. So long as I had no reason to suppose that the conduit was not supplying water to its full and normal capacity, it seemed of small import to the city whether the amount was nine or seven million gallons daily. Of my own knowledge, I cannot say whether the conduit ever delivered 9,000,000 gallons per day; yet all the evidence, after it was put in operation, indicated the larger amount, and I have thoroughly believed 9,000,000 gallons to be its normal capacity, and I now believe that, if no obstruction existed anywhere, it would deliver that amount.

So far as I can see, the only charge that can be brought against my administration is not that I have deceived the public in regard to the capacity of the conduit, but that, if it is now delivering a diminished quantity, that I should have been cognizant of it. If the conduit is delivering all it was ever capable of doing, then no effort of mine could make it deliver more. If, however, an obstruction has been gradually forming in the conduit for the last year or two, as I at present surmise, then it is important that as soon as the suspicion is formed, or the discovery made, that attempts should be made to remove it. No fact came to my knowledge during the years 1888, 1889 or 1890 until the recent accidental discovery by Mr. Rafter which would lead me to suspect a diminished flow. As a matter of experience I have found that it is not good practice, or prudent, to interfere unnecessarily with the steady and even flow of large masses of water, especially when under pressure, and running with considerable velocity, as in our conduit. A shutting off and turning on again of the water in the conduit, almost always leads to leaks and complications, and I have always avoided doing it, except when compelled by actual necessity. In 1889, the flow was uninterrupted during the year and, having no suspicions, I made no occasion for changing or interrupting the flow therein.

It seems to me, that, under like circumstances, no prudent water works manager would regard it necessary to change the whole arrangements of the flow every few months for the purposes of a test, when no antecedent fact had been brought to his knowledge which would excite suspicion. During the past two years I have deemed it prudent to keep as much water in Mt. Hope reservoir as possible, so that in case of disaster to the conduit between the two reservoirs, the city would not be deprived of water. Every attempt to measure the capacity of the conduit by its rise in Rush reservoir is, to a certain extent, imperiling the supply in the city.

The imminent question to be settled seems to be: Is the conduit obstructed? If so, then apply a remedy. Your board has promptly taken measures, which I fully approve, to determine these questions. If the event proves that the conduit is now delivering to its full normal capacity, then I cannot make it deliver any more. If, on the contrary, the conduit is obstructed, then I shall be willing to accept all the just criticism which should properly attach to my lack of knowledge of that fact.

Respectfully submitted
J. NELSON TUBBS.

Mr. Rafter was asked yesterday afternoon when his restriction system would be put into operation. He replied that a portion of it might be partially operated to-night, but that it would not be in complete working order until next week. He said that he should make another trip up the line to-day and that he would probably write out the instructions for the men employed in the sentry sheds this evening, after his return. After that it is possible that some of the men may be sent out. Mr. Rafter could give no more definite information than this last evening.

M. W. Lyman, the ex-foreman on the pipe line, told the executive board what he thought the trouble was yesterday. Mr. Lyman's theory has already been made public in this paper.

There is trouble with the gates at Mount Hope and Mr. Tubbs has been directed to have them repaired. While this is being done the city will be supplied directly from Rush.

[illegible] MONDAY, JULY 14, 1890.

GATES WATER.

WEST ENDERS DO NOT WANT IT STRAIGHT.

They Would Prefer It Mixed With Hemlock—Mr. Tubbs Talks About Them—Emil Kuichling Interviewed.

The joint report of Engineers Tubbs and Rafter and Dr. M. L. Mallory was not presented to the executive board on Saturday, but will be to-day. Beside recommending the use of the Gates well as the source of an additional water supply, the board is also urged to sink one or two more wells in the same neighborhood to test the vein of water for the purpose of ascertaining the probable amount to be obtained. The board will also be asked to run levels to the springs lying farther westward, such as the Snow and Hubbard springs at Coldwater and Chili. Dr. Mallory will make a report of the sanitary condition of Honeoye creek, which is likely to confirm the unfavorable opinions generally held regarding that much-talked-of stream. He has counted the outhouses, pigstys, paper mills and cemeteries along the creek, and will undoubtedly show to the satisfaction of all concerned that the Gates water is preferable, even if it be hard and a trifle sulphurous.

The dwellers upon Chili avenue, West avenue beyond St. Mary's hospital, Carlton place and other adjacent streets are not pleased at the prospect of having to use Gates water. A HERALD reporter, who visited this neighborhood yesterday afternoon found that the feeling is quite general that the city authorities ought not to expect the west end people to take more than their share of the output of the Gates well. Some of the gentlemen say that the matter will be carried into the courts and an attempt made to secure an injunction restraining the city from forcing the objectionable water into the Chili avenue main. The prevailing west end sentiment was well expressed by one citizen, who said:

"The west end people do not mean to be captious critics, but if this water is introduced into the Chili avenue main we shall get no Hemlock because the pressure needed to force the well water into the main will carry the Hemlock back toward the city and fill our pipes with the Gates water. We are afraid that the water is so hard that it will cake in our pipes and kitchen boilers and that it will not be fit for culinary use. The sulphurous odor is another objection, although they say it disappears. Everyone knows that a change of water is injurious to a person and if we are compelled to drink one kind of water down town and another at home, sickness may result. We are willing to take our share of this Gates water, but think that a pipe line should be laid to Mount Hope reservoir so that the two kinds of water may be mixed. It will be a long time before the pumping engine can be made and set up, anyhow, and it seems as if a pipe could be laid to the reservoir while the board is waiting for the engine. If this well will yield 2,000,000 gallons a day, the city ought to secure it permanently. Now that the project has been revived the citizens out here will probably call a meeting very soon and discuss the matter."

When a reporter of this paper spoke to Mr. Tubbs about the attitude assumed by the west end people that gentleman said:

"There are always kickers in this city and the executive board cannot listen to all of them. We must do what we can to avoid a water famine for this city, and the best way to do it is to attach a pump to the Gates well. If we get that going by October 1st we shall be doing very well. This water is the best we can find. It will increase the pressure on the west side where the low pressure area is located. There may be two or three streets which will receive the Gates water almost exclusively, but it will mix very rapidly as soon as it strikes the West avenue main, spreading out according to the lines of least resistance. It will not injure these people in the least, and the city must have water and have it quickly. I do not believe any court under heaven will grant an injunction under all the circumstances. The executive board must try to give the city more water. If these men prevent it by going to the courts, theirs must be the responsibility. It is only a temporary matter at the worst for them. If we get a permanent supply of water in Gates it is quite probable that a pipe line will be laid to Mount Hope reservoir. But the board does not want to go to that expense until we have made sure that we can get a good supply of water. If the Gates well does not prove a success, we can take up the pumping engine and put it somewhere else. Beside the expense, it would take a long time to lay this three-mile pipe line. We have no pipe on hand and it is a tedious job to lay a line across the river. Coffer-dams would be necessary, and the undertaking is not a small one."

One of the numerous theories advanced to account for the discrepancy in the measurements [illegible] through [illegible] the [illegible] from [illegible] about [illegible] this [illegible] seven-[illegible]:

"There can be nothing in that. The reservoir is on a hill and the escape of so much water could not help being observed. The reservoir has a clay bottom and I am confident that no water is leaking there. The people must wait a little while and then I think this matter will all be explained. I hear all sorts of rumors every day. If we should find an obstruction now we could not remove it immediately, for it would not do to shut off the water at present."

George W. Rafter was out on the line on Saturday. He has satisfied himself already that there is no obstruction in the conduit between the lake and the first air valve near Slab city, 9200 feet from the source of supply. It may take 30 days to finish the examination of the air-valves. The era of low pressure, which is to be entered upon for the purpose of filling the reservoirs, will not begin until Wednesday as Mr. Rafter has not yet had time to prepare the instructions for the men in the shelter houses.

Emil Kuichling Interviewed.

From 1873 until 1885 Emil Kuichling was connected with the Rochester water works as assistant engineer. Mr. Kuichling knows all about the line, is an engineer who ranks high in his profession and is, beside, a man whom the people of Rochester have learned to trust. An opinion from him, therefore, on the water situation possesses importance as well as interest. Mr. Kuichling is now engaged in making plans for the construction of a four-foot pipe line for a big water company that proposes to furnish Paterson, New Jersey, and other neighboring cities with water. He was at home yesterday, however, and received the HERALD reporter with his wonted cordiality. He spoke with some reserve of the pipe line, however, on account of the time that has elapsed since he was connected with it.

The reporter's first question was a blunt one. "Do you think the conduit has ever delivered nine million gallons?" he asked.

"We have every reason to believe that it has," replied the engineer. "Previous to the late tests the only measurement that we had which possessed any scientific value was the one made by L. L. Nichols in 1876. He reported that the pipe was delivering nine and a quarter millions of gallons of water a day. There is no reason to doubt the correctness of this measurement. Mr. Gray, the gate-keeper at Rush reservoir, has made observations since then that seem to corroborate Mr. Nichols' test."

"Was Mr. Nichols an experienced and careful engineer?"

"Yes; he was. There should be no question as to his ability or capacity, and he was, in addition, a very conscientious man. I suppose that he had more experience as an expert hydraulician than any other man in the state service who served on the staff of canal engineers. If he had cared to apply himself, he could undoubtedly have become one of the leading engineers of the country in his specialty. But he preferred to live a comparatively retired life at Pittsford. He died several years ago."

"How about the understanding at the time of the Honeoye millers' suit?"

"Everybody thought that the city was getting, or could get, nine million gallons. If Mr. Nichols made the error of overrating the pipe two million and a half gallons per day, then the city, in settlement, overpaid the millers to that extent."

"Why was it that the visiting engineers accepted the statement that the conduit was delivering nine million gallons a day?"

"Measurements made with similar pipes elsewhere indicate that a flow of about nine millions should be had through this conduit. For that reason Messrs. Fteley and Fanning made no measurements of their own, but accepted the existing estimate as substantially correct."

"If the conduit did deliver nine million gallons and now furnishes but seven, there must be a leak or obstruction somewhere, must there not?"

"Well, it would seem so. But you understand that I do not know anything about the present condition of the line. I cannot, therefore, give an opinion as to what the the trouble is, assuming that the conduit is not delivering all that it can."

"Do you think that the big leak at Slab City can account for the deficiency?"

"No. That leak has existed ever since the line was laid. It was there when Mr. Nichols took his measurement, and, so far as I know, it has not increased in volume since."

"What do you think of the proposed sources of a temporary additional supply?"

"The Gates well seems to promise well. If its water is of good quality and sufficient in quantity, there is no reason why it should not be tried. But I understand that the doctors disagree as to the quantity of sulphur in the water," added Mr. Kuichling with a smile. "Of course that is a matter that must be definitely determined first."

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JULY 15, 1890.

NEAR THE DANGER LINE

CITIZENS MUST BE RESTRICTED IN THE USE OF HEMLOCK WATER.

Statement by Engineer Rafter—Supply of Water Now on Hand Not Sufficient to Last Until It Can be Augmented by Pumping From the Gates Well.

The Hemlock water stored in Rush and Mt. Hope reservoirs at 7 o'clock this morning amounted to 39,226,000 gallons, of which 15,834,000 was at Mt. Hope. At the present rate of supply and consumption Rush reservoir will be dry inside of twenty days and both reservoirs inside of thirty-five days. It will be from sixty to eighty days before any water can be secured from the Gates well, as it will take that time to purchase and set up the pumping plant, bids for which have been advertised by the Executive Board. The Hemlock supply cannot, therefore, be augmented before September 15th at the earliest, and possibly not before the first week in October. By August 20th, unless something be done in the meantime, the people of this city would be trying to get over 8,000,000 gallons of water daily out of pipes that deliver less than 7,000,000 gallons. The result of course is easily forseen. The service pipes would be dry part of the time and some people on turning their faucets would be surprised to find no water coming out. With the reservoirs dry the danger to the city from fire would be fearful to contemplate.

Of course such a contingency will not occur if the Executive Board can prevent it, and the board has announced its determination to do so. The attempt to fill the reservoirs, according to Engineer Rafter's plans, is now depended on to avert this threatened water famine.

"We are getting near the danger line," said Engineer Rafter to a reporter this morning. "The most serious thing to be dreaded is the possibility of a large leak, compelling us to shut down the conduit for any length of time. By the leak of June 19th the supply was decreased 3,000,000 gallons. Hereafter the new centrifugal pump may help us if leaks occur, as water may be pumped out from the excavation in the ground around the pipe, and in some cases leaks may then be repaired without shutting off the flow. Certainly the water in the reservoirs cannot with safety be allowed to go much lower. It is too early yet to give any figures on the results of my attempt to fill the reservoirs which was started last night. There is no shirking the fact, however, that the water supply is very low, and citizens must suffer the inconveniences resulting. If the present restrictions should not decrease the consumption, more stringent regulations must certainly be adopted."

George W. Aldridge of the Executive Board, when spoken to on the subject said that if more severe restrictions became necessary the manufacturing concerns using the water will suffer most, as the needs of domestic consumers must be first considered.

Last night Engineer Rafter inaugurated his plan of saving water, shutting off the pressure at two of the stations—the one at the corner of Flint and Mansion streets, and the one at the junction of South avenue and Caroline street. These stations practically control the entire city, and the pressure was reduced from ten to twenty-five pounds lower than normal all night. To-day the pressure is from five to fifteen pounds lower than normal throughout the city. Inside of a day or so the other stations will be in working order and the system of cutting down the pressure will then be more complete. To-day the pressure is about sufficient to reach the second stories of houses in the high parts of the city.

Clerk Neville of the Executive Board wishes again to warn people to stop all hose sprinkling. Last night many citizens disregarded the order of the board.

At its meeting yesterday afternoon the Executive Board passed the following resolution:

Resolved, That the Executive Board [illegible] city of Rochester, does hereby agree and elect [illegible] the water from the well upon the premises of [illegible] J. J. Ernisse, situated in the town of Gates, Monroe county, New York, according to the terms and conditions of the contract hereinbefore entered into with said Ernisse and wife by the city of Rochester, and said board, on May 14th, 1890, and does hereby agree to pay said Ernisse therefor the sums mentioned in said contract, and as is therein specified and mentioned.

The contract was subsequently closed with Mr. Ernisse by Chairman Armbruster and Mr. Barnard, who drove to Gates for that purpose.

To-morrow Mr. Rafter will visit Hemlock lake again, and with assistants take the levels of air valves on the first ten miles of the conduit after leaving Hemlock lake, this section having been looked over by the surveying party.

Drilling in the rock for the leak at Slab City has been discontinued. About 200,000 or 300,000 gallons of water is flowing out of the rock daily, and unsuccessful efforts were made to find out whether or not this water leaked from the pipe. It would cost several thousand dollars to definitely settle this question, it is believed. Even if the water leaks from the pipe the loss to the city is much less than the amount flowing out of the hill, as it would merely decrease the head slightly.

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THE UNION AND ADVERTISER
ROCHESTER, N. Y., JULY 17, 1890.

ENGINEER TUBBS RESIGNS

EXECUTIVE BOARD DECIDES TO ACCEPT HIS RESIGNATION.

Chairman Armbruster Tells Why This Action Was Taken—Sketch of Mr. Tubbs' Official Career—Prospect as to the Appointment of a Successor.

At this morning's session of the Executive Board a resolution was unanimously adopted asking for the resignation of Chief Engineer Nelson J. Tubbs. In accordance with this resolution, Chairman Armbruster, at noon, went to Mount Hope, where the chief engineer was engaged in superintending the repair of the gates. Mr. Armbruster told him of the resolution of the board, at the same time expressing his personal regret that the unpleasant duty of making this announcement had devolved upon him. Mr. Tubbs received the announcement calmly and said he would prepare his resignation this afternoon.

About 2 o'clock this afternoon Mr. Tubbs arrived at the City Hall, where he met and had a few minutes' conversation with Messrs. Aldridge and Barnard, members of the board, who were just leaving the building. The members of the board after adjournment about 12 o'clock had remained in the center of the city, and held another meeting soon after 1 o'clock in order to hear Chairman Armbruster's report. After hearing it an adjournment was taken, but another meeting will probably be held before 5 o'clock, at which the resignation will be received, if Mr. Tubbs so desires.

Chairman Armbruster said to a reporter in regard to the matter: "I have had none but the most kindly feelings toward Mr. Tubbs. I think the other members of the Board have felt the same way. Our personal relations have always been pleasant. In our action therefore there was no animosity. We have carefully considered the question whether it would be for the best interests of the city to put a new man in charge of the water works. For a number of days this question has been considered in every light. The members of the board recognize the fact that the public feeling in favor of a change is widespread. Mr. Tubbs appears to have lost, to some extent, the confidence of the people. The recent development, showing that less water was coming through the pipe than he had supposed has undoubtedly had a good deal to do with this. In a matter of this kind, of course, the board had to take into consideration the feelings of the public at large. The result of our deliberations was the adoption of the resolution calling for Mr. Tubbs' resignation, every member agreeing to this course."

The question of appointing a successor to Mr. Tubbs has not yet been considered by the board. George W. Rafter, who has been an assistant engineer in charge of statistics on the water supply question, and who inaugurated the new system of saving water by reduction of the pressure, will in all probability be placed temporarily in charge of the works. The board will probably take under consideration at an early day, however, the question of making a permanent appointment for the position.

Emil Kuichling, formerly a member of the Executive Board, was mentioned by a member of the board for the permanent appointment. He is at present occupying an important position on a big water works project at Jersey City.

J. Nelson Tubbs has been in the employ of the city for the past eighteen years, ever since the inception of the present water supply, acting all that time as chief engineer, and since the completion of the work also as superintendent of the water works. He has been a resident of Rochester about thirty years, coming here from Esperance, Schoharie county, N. Y. He is now 57 years of age. Previous to coming to Rochester he had extensive experience in canal engineering. His brother, George Tubbs, is superintendent of the water works system of Hornellsville.

Mr. Tubbs filed his resignation with Clerk Neville of the Executive Board soon after 2 o'clock this afternoon. It will be submitted to the board as soon as the members meet. The document is formal in its character, Mr. Tubbs stated to a reporter, merely containing his desire to resign at the request and pleasure of the board. In answer to a question the chief engineer said he would not prepare any further statements at present, but may have something to say after a time as a private citizen.

The salary of the Chief Engineer of the Water Works Department is $3,600 a year.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JULY 18, 1890.

RESIGNATION OF MR. TUBBS—THE WATER [illegible]

Mr. J. Nelson Tubbs, chief engineer of the water works department, sent in his resignation yesterday afternoon, as announced in the last edition of the UNION last evening, pursuant to unanimous request from the Executive Board, which action followed as an inevitable consequence of the inquiry set on foot a few weeks ago when the UNION suggested that he be made to stand aside and some one else be allowed to touch the works and find out what ails them. That suggestion was followed, and enough has been learned to establish the fact that while the capacity of the conduit has been claimed to be and recognized at 9,000,000 gallons a day, and the people were resting under the assurance that they were receiving that amount, there was and is delivery of but a little more than two-thirds of the volume. How to account for the discrepancy is as much a question now as it was weeks ago, and many people are settling down to the conviction that the works never had and have not a capacity in excess of the present delivery. In such a situation there was only one course for the Executive Board to pursue, and that was to request the resignation of the chief engineer in charge who, either through his own fault or misfortune, must be held responsible for the anomalous condition of things in a department which he constructed and the operation of which has been in his hands and charge from the very beginning.

The water system of this city has now reached its most critical stage. There must be a new departure, and it will have to be taken under the direction of a competent engineering head in order to inspire and secure the continuance of public confidence. What is wanted is a water works engineer of tried capacity and large experience, no matter who he may be, where he may come from, what may be his politics, or whether he has friends or not. No mere mathematician or theorist who may be called an "engineer" will fill the bill. This water works matter is business, and as business it should be conducted. There is no economy, or sense, in employing either doubtful or cheap talent. It is a case to which "saving at the spigot and wasting at the bung" peculiarly applies.

There is to be a meeting of the Chamber of Commerce at 8 o'clock this evening "to consider the administration of the Water Works Department, and to take such action as may be desirable in view of the urgent necessity for early additional supply of water." The subject is one eminently proper for the Chamber of Commerce to consider and express its views upon. In so doing, however, the UNION as a member begs leave to suggest, that the Chamber should be careful and not assume that it is the city of Rochester; should recognize the fact that it is but a comparatively small fraction of the whole; should bear constantly in mind that this is a municipal corporation created by the people of the state of New York, with a duly constituted government of legislative and executive departments that are a lawful power in the premises; and should profit by several lessons of experience which teach that without due consideration of the functions, rights and interests of all concerned, and co-operation between all, nothing can be accomplished. We should have started two years ago, or a year ago, where an attempt to start is to be made now to secure an additional water supply from the only source the people desire—Hemlock and, if necessary, Canadice Lakes. All talk of rivers, and creeks, and wells, and that section of the sewer of the great watershed of the continent called Lake Ontario, is useless. Having, as analyses prove, the purest and best water, and that in abundant supply, of all the cities of America, save alone Brooklyn, Rochester is not going to abandon its springs that flow from under the southern hills for the foul washings of a vast expanse of territory covered with the cities, towns and villages of the west. If the present city charter will, as the city attorney certifies it will, permit the work of an additional water supply from Hemlock Lake to be undertaken, that work should be commenced at once.

ROCHESTER MORNING HERALD

July 18th '90.

TUBBS RESIGNS.

EXECUTIVE BOARD FORCES THE ISSUE.

Interview With the Deposed Official—Language of the Resignation—His Engineering Career—Who Will Succeed Him?

After a service of more than eighteen years as chief engineer of Rochester's water works, J. Nelson Tubbs was yesterday requested to resign by the executive board. His resignation was accordingly quickly placed in the hands of the clerk of the board and will doubtless be accepted this morning. This brings to a close a long controversy concerning Mr. Tubbs' administration of the department, which has been carried on with great earnestness, not to say bitterness, for many months.

Messrs. Armbruster, Aldridge and Barnard held a conference during the forenoon and decided to ask for Mr. Tubbs' resignation. Mr. Armbruster stated to a HERALD reporter last evening that this action was taken unanimously. The other members of the board delegated Mr. Armbruster to go to Mount Hope reservoir, where the chief engineer was superintending the repairing of the gates. He accordingly did so and met Mr. Tubbs at about noon. The deposed official received the news calmly and said that he would prepare his resignation in the afternoon. The chairman of the board expressed his personal regret at being the bearer of such unpleasant news. The members of the board all appear to regret the necessity for their action, but they take the view that there is a powerful public sentiment in favor of a change of administration.

At about one o'clock the members of the board met and listened to the report of Chairman Armbruster. An hour later Mr. Tubbs appeared, wrote his resignation and gave it to Mr. Neville. He conversed with Messrs. Aldridge and Barnard for a few minutes before these gentlemen left the building.

It was expected that a meeting of the board would be held in the afternoon to take formal action on the resignation, but the expectation was not realized. Chairman Armbruster told a HERALD reporter about four o'clock that he expected that there would be a short session of the board and that he and Mr. Barnard were simply waiting for Mr. Aldridge, as it was desirable to have all the members of the board present. The reporter waited patiently an hour after that, but Mr. Aldridge did not put in an appearance. About a quarter after five Mr. Barnard put on his hat and said that he was going home, as it was useless to wait for Mr. Aldridge any longer. It was suggested that a majority of the board was present and that a meeting could be held without the missing member, but the two democratic members thought that it would be better to wait until this morning, when it was hoped that Mr. Aldridge would be on hand.

Both Mr. Armbruster and Mr. Barnard professed ignorance of the contents of the communication in Mr. Neville's possession, and of course the secretary would [illegible] nothing of its contents before a formal presentation to the board had been made.

Mr. Tubbs' resignation was immediately followed, as a matter of course, by speculation as to the appointment of his successor. George W. Rafter will be put in temporary charge of the works, but it is not at all likely that he will receive the permanent appointment, as—to give one of several reasons—he is a republican and the board is democratic. Naturally the former assistant engineer, Emil Kuichling, has been mentioned. He is a democrat, an ex-member of the executive board and an engineer of widely recognized attainments. He served for many years under Chief Engineer Tubbs and is a personal friend of that gentleman. He has, moreover, a lucrative position with a big New Jersey water company. It will thus be seen that many questions will enter into the possibility of Mr. Kuichling being made chief engineer—both as to whether he will be offered the position and as to whether he would take it if it were offered. It may be said, however, as a simple statement of fact, that Mr. Kuichling is thoroughly acquainted with Rochester's water system and entirely competent to manage it.

It has been suggested, also, that it might be well to go outside of Rochester entirely for a chief engineer, in view of existing complications; but no name of this character has been mentioned as yet.

A HERALD reporter called upon Mr. Tubbs at his home, 65 Glasgow street, last evening. The retired official was apparently not especially depressed by the day's happenings. He shook hands cordially with his visitor, and when that individual asked for some "points" for a brief biographical sketch, he said with a characteristic twinkle of the eyes, "You are not going to write my obitu[illegible]

[illegible] The reporter assured Mr. Tubbs that he hoped no one would be assigned to that unpleasant duty for many years to come and continued the conversation by asking whether Mr. Tubbs had anything to say about the causes which led to his resignation.

"The cause of my resignation," he replied, "was that the executive board asked for it. The members knew it was ready for them. I should never have resigned under fire if they had not requested it."

In reply to further questioning Mr. Tubbs said that he would not say anything further at present regarding his resignation. "It reads about like this," he continued: "'In compliance with your desire as expressed to me by your chairman, I hereby tender my resignation as chief engineer of the water works department to take effect at your pleasure.' At this time I have nothing further to say about it. When I am a private citizen I shall feel at liberty to talk like a private citizen."

As the reporter said good-night at the door Mr. Tubbs took occasion to speak pleasantly of his relations with the newspaper men during his long term of office. Then he stepped back into the house and the interview was at an end.

J. Nelson Tubbs was born in Schoharie county 57 years ago. During his early life he was an engineer on the canal, acquiring extensive experience and a reputation for ability as an engineer. He came to Rochester from Lyons in 1861. For the next 10 years he was resident engineer of the western division of the Erie canal with his office in this city. After retiring from this position he served for a year as engineer of the Elmira reformatory. On May 7, 1872, the old board of water commissioners appointed him chief engineer, and the Hemlock conduit was designed and built by him. It was the longest gravity conduit ever constructed on the principle of following the undulations of the country. His success attracted much attention in this and other countries. In October, 1876, the conduit was declared finished and was turned over to an executive board, consisting of six members. Later on the government of the water works was vested in two water works and fire commissioners and that body was succeeded by the present executive board. The salary of the chief engineer is $3,600.

Mr. Tubbs is a man of pronounced and positive opinions and is reluctant in yielding his judgment to that of others. His disposition is genial and social, and he is a man who makes warm friends and bitter enemies.

Water Supply Matters.

Engineer Rafter will to-day visit a large pond near Bushnell's Basin at the request of the executive board. This pond is supplied by springs and has been suggested as an available source for an additional water supply. It has an area of 25 acres, is eight and one half half miles from Mount Hope reservoir and is supposed to be at about the level of the aqueduct in this city. Mr. Rafter said yesterday that a pond of this area would have to be very deep to afford a supply of 2,000,000 gallons a day. The distance from the reservoir would also be an objection. Mr. Armbruster said last evening that he did not think this pond would be seriously considered and he believed the Gates wells would furnish water enough.

In speaking of his plan for filling the reservoirs, Mr. Rafter said yesterday to a HERALD reporter: "The system is still incomplete, the stations not being all in operation yet. It is pretty early to make an estimate, but we seem to be saving a little water. Since June 1st the water supply has been going down at the rate of 1,500,000 gallons on Mondays and from 800,000 to 1,000,000 gallons on other week days. We just about held our own on Sundays. From Monday morning of this week until this morning, three days, we have run behind but 500,000 gallons. It is too early for me to congratulate myself but I see no reason for commiserating the citizens. I have issued definite instructions to the men at the pressure houses, which will tend to systematize the work. No trouble has been experienced when alarms of fire have been given. The water has been quickly turned on. There have been some complaints about the low pressure but in most cases it has been discovered that either the services or meters are at fault." It is now expected that the low pressure will be continued as long as there is any danger of a water famine.

The following list of pressure stations, with the telephone calls and the names of the men in charge, has been prepared for the information of the public:

1—Flint and Mansion streets, telephone 838; day man, Murphy, night man Curtain.
2—Caroline street and South avenue, telephone 885 O; day man, Walters, night man, Clapp.
3—State and Smith streets, telephone 75 O; day man, Loyd, night man, [illegible].
4—North Clinton street and Central avenue, telephone 769 M; day man, Orr, night man, Toohey.
5—North avenue and Webster street, telephone 831 D; day man, Burns, night man, Armitage.
6—North Goodman and Hare streets, telephone 764 M; day man, Sullivan, night man, Goddard.

Mr. Rafter's telephone number is 839.

The height of the water at Mount Hope reservoir yesterday morning was 10 feet, 10 inches and at Rush reservoir 6 feet, 11 inches. A drop was caused at Rush reservoir during the repairing of the Mount Hope reservoir gates.

The final test for obstructions in the 36-inch pipe, which extends for 10 miles from Hemlock lake is soon to be made.

Among [illegible] prohibiting [illegible] presented to the executive board this morning. It is said to contain the names of many prominent citizens. Some of these are willing to pay a heavy fine rather than let their lawns dry up and the board is discussing the advisability of shutting off the water from the premises of these parties.

Four hundred notices of the chamber of commerce water meeting this evening were sent out yesterday. Many prominent citizens, not members of the association, have been invited. The letter is as follows:

DEAR SIR: The executive committee desires you to be present at a meeting of the chamber of commerce, to be held on Friday next, July 18th, at 8 P. M., to consider the administration of the water works department, and to take such action as may be desirable in view of the urgent necessity for an early additional supply of water.

I have the honor to be very respectfully yours,
J. Y. MCCLINTOCK, secretary.

ROCHESTER MORNING HERALD

July 19th '90.

BUSINESS MEN

GIVE THEIR VIEWS ON THE WATER QUESTION.

Chamber of Commerce Advocates an Immediate Additional Supply and the General Introduction of Meters.

Thirty-two of Rochester's best known business men were present at the chamber of commerce last evening in response to the call of the executive committee of the organization for a meeting to consider the administration of the water works department and to take such action as may be desirable in view of the urgent necessity for an early additional supply of water. Among those present were George W. Aldridge of the executive board, J. Fahy, Clinton Rogers, W. H. Gorsline, Mathias Kondolf, Max Guttman, J. G. Cutler, George C. Buell, M. W. Cooke, T. B. Griffith, ex-Mayor Michael Filon, George H. Ellwanger, H. C. Brewster, James M. Whitney, Captain Lomb, A. T. Hagan, F. W. Warner and H. B. Hathaway.

After the meeting had been called to order by Vice-president Brewster, George H. Ellwanger was chosen as temporary secretary in the absence of Secretary McClintock.

No time was lost in getting down to the business for which the meeting was called. As soon as Chairman Brewster had asked the pleasure of the chamber, James G. Cutler presented these resolutions from the executive committee and asked their adoption as a statement of the position of the chamber in the matter:

Whereas, Expert engineering opinion of the highest character has been given that, with a supply of potable water of nine millions of gallons a day, the city of Rochester should prepare, without unnecessary delay, to procure additional water, and

Whereas, Recent developments with regard to the water works system of the city have shown that the present supply of potable water is less than seven millions of gallons per day; therefore

Resolved, That it is the sense of this meeting that immediate steps should be taken by the common council and the executive board, under competent engineering advice, to make such surveys and tests and prepare such plans for an additional water supply system as may be deemed for the best interests of the city.

Resolved, That the recent action of the executive board in taking measures to restrict the use of water and reduce the pressure, and so increase the storage in Rush reservoir, and the measures which have been taken to secure temporary additional supply from the Gates wells, merit the approval of all good citizens.

Resolved, That we urge the common council to provide at once for the rapid extension of the metering system, as it is evident that every such means of stopping leaks and restricting the unnecessary use of water will be necessary to protect the city during the time which must necessarily elapse before permanent satisfactory supplies of water can be obtained.

Mathias Kondolf of the Genesee brewing company objected to that portion of the resolutions referring to the reduction of the pressure and said that as the breweries paid large sums for the privilege of using the water it was not right to compel them to pump the water.

After a very brief debate the first resolution was unanimously adopted. The second resolution was not debated at all and was also unanimously adopted.

The third resolution referring to the general introduction of the metering system was the subject of much difference of opinion. The first speaker to oppose it was H. B. Hathaway. "Metering the water," said Mr. Hathaway, "will not give us more water. There is a crying need of water, but the expense of putting meters in and inspecting them will be a needless one, as it will not remedy the evil. The money proposed to be expended in putting in meters might better be used in providing for an additional supply of water."

Mr. Cutler asked Mr. Aldridge if persons who had meters were allowed to use water for sprinkling. Mr. Aldridge replied that they were not. Mr. Cutler then continued and said that by the introduction of meters a great reduction in the amount of water used could be made.

In reply to a query by George C. Buell, Mr. Aldridge said that the sum of $25,000 set aside some time ago for meters had been about used up. About twelve hundred meters had been purchased. These were not in use yet.

John Fahy also strenuously objected to the metering system, especially in private houses. "Get enough water into Rochester to supply the city," said Mr. Fahy. "Put in another conduit, do anything to get enough water—15,000,000 gallons a day if necessary. Let water be as free in Rochester as the air we breathe. The introduction of meters is a needless expense. As a sanitary measure the use of water should not be restricted. In a large city, in which inside closets are almost entirely used, it is dangerous to the health of the people to restrict the use of water."

Clinton Rogers favored the meter system. He believed in the free use of water where needed, but he said that it was not a secret that much water was daily wasted. He thought that every house that had more than two faucets should be metered. He did not believe that any family would stint itself in the use of water when necessary, but he did think that there would be less water used unnecessarily.

Max Gutmann favored the metering of manufacturing establishments, but was strongly opposed to metering houses. He proposed an amendment to the resolution excluding private houses from the metering system.

T. B. Griffith said that the present metering system was radically wrong. The people who had meters were all boasting that they saved one third to one half of the former water tax by the use of meters. He believed that the people were getting water too cheap. The city should receive for water what that water cost and the best way to decide that point was to put meters in every house and business place.

M. W. Cooke was also of the opinion that the price put on water used by those using meters was too low, provided that the business principle of receiving for water what that water cost was followed.

J. G. Cutler said that the executive committee of the chamber had looked over the ground carefully and felt that the introduction of meters generally would be a great benefit. It was not expected that all houses would be supplied at once, but that the meters would be put in as rapidly as practicable. "This resolution," concluded Mr. Cutler, "should not be interpreted as an instruction to the executive board as to what it should do, but merely as the sense of the chamber as to the best course to pursue."

Mr. Kondolf thought the talk about water being too cheap was nonsense. "In our brewery," said he, "we pay ten cents for every 1,000 gallons. Now if the price is raised there would or ought to be a big profit in furnishing it. I wouldn't want stock in a better thing than putting in a well at Gates or some other place and selling water to Rochester people at the present price. You hear about English syndicate breweries, but they don't yield as much money as such a water business would."

The amendment to the resolution, presented by Mr. Gutmann, was then voted down and the original resolution was adopted by a vote of 15 to 11.

J. Fahy suggested that a committee be appointed to take further action in the matter under consideration. The chairman explained, however, that the matter properly came under the charge of the special committee on water supply composed of Messrs. Gorsline, Cutler, Rogers, Kimball and Buell. A resolution was then adopted directing this committee to co-operate with the common council in the additional water supply matter.

Having thus satisfactorily disposed of the water question the meeting adjourned.

Mr. Rafter in Charge.

At yesterday morning's session of the executive board the resignation of Chief Engineer Tubbs was read and unanimously accepted. Then, on motion of Mr. Aldridge, the following resolution was adopted:

Resolved, That George W. Rafter be authorized to act temporarily as chief engineer of the water works, to take effect immediately.

The water inspectors reported that they had made 2,444 house inspections, had discovered 98 leaks and had obtained evidence of 58 cases of illegal use of hose. Many of the latter were complaints of the use of hose for washing porches, windows and carriages. A resolution was accordingly adopted forbidding all use of Hemlock water through hose, including stable attachments. Fines of $5 each were imposed on a large number of citizens for violating the rule prohibiting sprinkling or washing windows. It is announced that if [illegible] are not paid within five days the water will be turned off from the premises. The following is the list of those fined:

Mr. Babcock, Oxford street; L. Pollard, 43 Brighton avenue; Mr. Boardman, 79 Delevan street; J. J. Kenzie, 83 Delevan street; John P. Walter, 198 Hudson street; M. Greenagle, 17 and 19 Cortland street; G. M. Newell, 48 North St. Paul street; S. J. Lovecraft, 22 Andrews street; M. Stern & Co., corner Central avenue and North St. Paul street; Henry Loher, 88 Lowell street; M. Arthur, 68 South avenue; D. Harrington, 115 South Union street; John Graves, 89 East Main street; F. L. Raymond, 52 East Main street; W. H. Averill, 338 East avenue; B. W. Hicks, 3 Pearl park; F. H. Turner, 417 Monroe avenue; M. LeClair, 38 Vick park; F. G. Hicks, 32 Vick park; Frederick Miller, 182 Lake avenue; L. M. Otis, 90 Chestnut street; J. J. Luddington, 155 Jefferson avenue; L. M. Loss, 51 Lake avenue; C. E. Cunningham, 130 Lake avenue; Mrs. McMahon, 20 Smith street; George W. Percy, 368 Spring street; Dr. Van Allen, 150 South Goodman street; Arthur Newburg, 421 Monroe avenue; — Macomber, 22 Vick park; Sibley, Lindsay & Curr, Main street; A. B. Hone, 54 South Clinton street; Hiram Sibley estate, corner Alexander and East Avenue; Rockefeller hall, East avenue; George W. Hicks, 9 Pearl park; W. S. Hagaman, 51 Hamilton place; C. B. Hyatt, 99 Alexander street; D. M. Garson, 270 and 272 East avenue; John Heisler, 20 South St. Paul street; C. P. Boswell, corner East avenue and Bates street; John Walter, 410 Plymouth avenue; Mr. Carberry, 7 Pearl park; A. S. Andrews, 111 North St. Paul street.

Owing to Mr. Rafter's appointment to take temporary charge of the water works he was unable to visit the Bushnall's Basin pond yesterday. He will go to Hemlock lake at six o'clock this morning to take charge of the work of searching for the Slab City leak. He will make a personal examination of

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Historic Scrapbooks Collection

the conduit as soon as possible with a view to discovering obstructions if any exist. He said yesterday to a HERALD reporter that no obstructions had been located, but that, to use a medical term, "there are indications of chronic obstruction rather than local."

Mr. Rafter stated yesterday that from 7 A. M. Thursday to 7 A. M. yesterday an actual gain of 885,000 gallons of water had been secured. The water in Mount Hope reservoir was four inches higher and that in Rush reservoir one and one half inches higher.

Some time ago John Howe and David D. Clancy, two contractors who were employed on the construction of the conduit went to Mr. Tubbs and stated their belief that large blocks of wood and melted lead had found their way into the conduit, having been placed there with malicious intent by evil-minded people or discharged workmen. Mr. Tubbs told them to go to the executive board and make their statement. The matter having been revived, Mr. Tubbs said last evening to a HERALD reporter that he thought it was strange that these gentlemen had kept quiet so long about the matter. He would say little about the probability of such obstructions existing but stated that he considered it as simply one of the many theories advanced during the long water supply controversy.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., JULY 21, 1890.

Give Us Water.

Editor Union and Advertiser:

It were a very serious mistake if our municipal government should be led to believe that metering water for housekeepers is a desirable feature in our city. While it is proposed to meter water for business purposes, on business principles, for private use it is ... ous mistake.

Housekeepers should be in a position to use water freely, not merely because their own health requires it, but because the health of the entire community requires it. The use of water in the household should never become a luxury. If a city meters water for housekeeping it will find that many will fail in cleanliness. School children will show it quickly. Our streets will show it, and the general health and beauty of the city will soon bear record of it. The only argument in favor of metering is the fact that by doing so the department is able to discover leaks. This is true. But there ought to be ways to discover leaks by other means. Leaks in houses usually show without a meter, and a meter in the house would not show a leak in the street.

Some say that water should be treated like gas; but they forget, if a housekeeper does not want to burn gas, he can use oil, or he can use candles or electric lights. But where is the substitute for water? Furthermore, one household does not and can not molest the neighbors by a scanty use of lights. But a whole street, nay a whole city, may suffer in consequence of a scanty, illiberal use of water by the few. We might as well limit the use of air.

Our present emergency cannot be helped by meters. Our city is in need of more water, and it ought to have it. In the meantime it becomes the duty of every citizen to economize, meter or no meter. The swimming baths which are in operation ought to be stopped, and they ought to have been stopped before lawn-sprinkling was stopped. As long as people have a chance to swim we shout "Hemlock."

It is hoped that our authorities will wake up and give us more water speedily. Our city needs it bad. We ought to have so much that it would be cheap for business purposes and almost free to housekeepers, as we certainly could get all the water we wanted, provided we had the proper means and ways for conveying it to our homes. We have an inexhaustible supply at our very doors. Let us see to it without further nonsense—that it may become of use to us. Let us have it by pumping or on the gravity system, but give us water! Our city is expanding. Water mains are continually multiplied. Our supply cannot *grow* larger. Where can we expect to land if we merely keep up the agitation, and do not act?

M. L. G.

The Post-Express.
ROCHESTER, THURSDAY, JULY 24.

135,502

THAT IS THE PRESENT POPULATION OF ROCHESTER.

Complete Returns Received From Census Supervisor Wage—An Increase of 51.4 Per Cent. In Ten Years—Figures by Wards.

Complete returns from all the Rochester districts have been received from Census Supervisor Wage, of Albion. A special despatch from the POST-EXPRESS correspondent at Albion yesterday gave the figures on two of the three lacking districts, the first district of the Fifth ward and the first district of the Fifteenth ward, and this morning a telephone message gave the other, the sixth district of the Sixteenth ward.

The following table gives the returns from each district as sent to the Albion census office by the enumerators of the city, and the estimates made by Supervisor Wage before the figures were received:

WARD AND DISTRICT.	Estimate.	Returns.
First ward—1st dist	1,500	958
First ward—2d dist	1,500	1,159
Second ward—1st dist	2,100	1,681
Second ward—2d dist	2,100	1,709
Third ward—1st dist	2,000	1,850
Third ward—2d dist	2,000	2,098
Third ward—3d dist	2,000	1,476
Fourth ward—1st dist	2,300	[illegible]
Fourth ward—2d dist	2,000	1,677
Fifth ward—1st dist	2,000	1,131
Fifth ward—2d dist	2,150	3,255
Fifth ward—3d dist	1,900	5,014
Fifth ward—4th dist	1,900	1,249
Sixth ward—1st dist	2,500	1,901
Sixth ward—2d dist	2,500	2,887
Seventh ward—1st dist	2,400	3,374
Seventh ward—2d dist	2,000	1,791
Seventh ward—3d dist	2,000	2,035
Eighth ward—1st dist	2,000	2,253
Eighth ward—2d dist	2,500	3,122
Eighth ward—3d dist	2,250	5,183
Eighth ward—4th dist	2,000	2,857
Eighth ward—5th dist	2,000	1,225
Ninth ward—1st dist	1,900	2,419
Ninth ward—2d dist	2,100	1,855
Ninth ward—3d dist	2,500	2,595
Ninth ward—4th dist	2,000	1,906
Tenth ward—1st dist	2,400	2,902
Tenth ward—2d dist	2,400	2,532
Eleventh ward—1st dist	2,200	2,267
Eleventh ward—2d dist	3,000	4,319
Eleventh ward—3d dist	2,200	2,307
Twelfth ward—1st dist	2,300	2,493
Twelfth ward—2d dist	2,400	2,865
Twelfth ward—3d dist	2,400	3,327
Thirteenth ward—1st dist	3,500	[illegible]
Thirteenth ward—2d dist	2,400	3,233
Thirteenth ward—3d dist	2,200	3,053
Thirteenth ward—4th dist	2,400	2,123
Fourteenth ward—1st dist	2,000	2,256
Fourteenth ward—2d dist	2,000	2,428
Fourteenth ward—3d dist	2,300	2,352
Fifteenth ward—1st dist	550	544
Fifteenth ward—2d dist	4,450	4,200
Fifteenth ward—3d dist	2,000	1,486
Sixteenth ward—1st dist	1,600	3,912
Sixteenth ward—2d dist	2,000	3,827
Sixteenth ward—3d dist	1,400	1,962
Sixteenth ward—4th dist	1,500	3,013
Sixteenth ward—5th dist	2,275	2,329
Sixteenth ward—6th dist	2,000	2,224
Sixteenth ward—7th dist	1,900	2,397
Totals	111,225	132,148
County buildings	3,200	2,414
State Industrial school	800	740
Grand totals	115,225	135,302

The following tables show the relative increase in the population of the city in 1880 and 1890:

Population—1880	89,366
Population—1870	62,386
Increase—43.2 per cent	26,980
Population—1890	135,302
Population—1880	89,366
Increase—51.4 per cent	45,936

The following table shows the figures by wards according to the census of 1880 and that of 1890:

WARD.	1880.	1890.	Increase
First	2639	2114	*525
Second	3707	3390	*317
Third	5783	6324	541
Fourth	3930	3970	40
Fifth	7275	10,799	3524
Sixth	4329	4788	459
Seventh	5064	7200	2136
Eighth	9102	14,620	5518
Ninth	7139	8865	1726
Tenth	4177	5524	1347
Eleventh	6658	8953	2295
Twelfth	5939	8685	2746
Thirteenth	8704	12,956	4252
Fourteenth	5284	7036	1752
Fifteenth	3043	6290	3242
Sixteenth	6588	20,634	[illegible]
Total	89,366	132,148	42,782

*Decrease.

It will be observed that the greatest increase is in the Fifth, Eighth, Thirteenth, Fifteenth and Sixteenth wards. The increase in these five wards amounts to 30,582 while the increase in all the wards is 42,782. The decrease in the First and Second wards shows the tendency of residents to seek homes further from the center of the city. The growth of the Sixteenth ward, where an increase of 14,046 is recorded, is particularly noticeable.

D & C July 28 '90

BOARD OF EDUCATION.

Expert John Bower Will Begin His Investigation This Morning.

This morning John Bower will begin the work of investigating the affairs of the Board of Education, in accordance with the directions of the Common Council. The examination will cover all proceeding of the board for the past six years.

"Some people have got it in their heads," said Mr. Bower to a DEMOCRAT AND CHRONICLE reporter last evening, "that the investigation of the school board will be similar to that of the city treasurer's office.

"This is far from the fact. I would be willing almost to swear that the accounts are correct. They have got to correspond with the figures of the city treasurer.

"This examination will go clear back of every voucher, and will be conducted mainly by the examination of witnesses. In fact the work to be done by me now is very nearly like that which an auditor would do, except I have got to dig things out where he would deal with the accounts as they were passed upon by the board."

Alderman Selye said last evening that as the Council ordered an investigation into the water works department previous to action on the Board of Education affairs, he thought it proper that the water works department should receive Mr. Bower's attention first. Mr. Bower, on this point, said he would be guided by the wishes of the council. Mr. Bower will leave the city for a four weeks' rest, about the middle of August, so that his work will necessarily be interrupted.

Cleveland, O.

LEADER AND HERALD, THURSDAY, JULY 24, 1890

An Invention for Cleveland Worth Millions.
Equaling in Importance the Sewing Machine Patents.
Surpassing in Earning Capacity Telephone Patents.
Double in Earning Capacity Electric Light Patents.
75 Per Cent. Labor Saving on Our Largest Product.
$800,000,000 Woodwork Consumed Annually. See Statistics.
Ohio Consumes $50,000,000 Woodwork Annually.
Lathes That Do $10,000 Labor Work for $1,000.
A Patented Monopoly—Revolutionizing Wood Turning.
A Mechanic's Day's Work Finished in One Minute.
One Day's Product Represents Two Years' Labor.
The Sewing Machine Patents Realized $200,000,000 Profits.
200,000 Patterns of Balusters Can Be Made any Shape.
100,000 Styles of Table Legs Possible—Oval, Square, Round.
150,000 Varieties Chair Legs—Hexagon, Octagon, Septagon.
100,000 Sizes Spindles—any Wood, any Shape, any Length.
150,000 Sizes for Furniture, House Builders and Fences.
100,000 Varieties Can be Made for Steamboats & R. R. Cars.
A Mammoth Monopoly in its First Year's Infancy.
London Factory Makes 15 Shillings' Labor Product for 6d.
Boston Factory Makes 1200 Square Balusters for $2.50 Labor.
San Francisco Factory Makes a $5 Stair Baluster at 22c cost.
Tacoma Factory Makes a Table Leg Worth $6 for 15 cents.
Competition Absolutely Impossible. A Monopoly.
Buildings Increased in Value and Beauty at Less Cost.
Piazzas, Balconies and Porticoes Equal to Carved Work.
Hand-work Elegance Made Possible for Trifling Cost.
Durgin, the Great Inventor, Says It's a Revelation.
Chase, the Lathe Inventor, Says it Will Earn Millions.
Prof. Davidson, U. S. Gov. Expert Geodetic Survey, Says it Has Greater Earning Power, When Developed, than the Standard Oil Co., Tel. Co. and Elec. LightCo. Combined.
Public Invited to See Machine at 36 Columbus Street.

Wm. Edwards, President of the Board of Trade, especially requests the Citizens of Cleveland, as a personal favor to him, to visit 36 Columbus St., to see this Wonderful Machine.

80 Per Cent Labor Saved is 80 Per Cent Profit Made.
Ohio Consumes $50,000,000 Worth of Woodwork Yearly.
Machines Doing $10,000 Labor Work for $1,000, Saving $9,000.
$800,000,000 Woodwork Consumed Annually. See Statistics.
A Mechanic's Day's Work Finished in One Minute.
Factories Started in San Francisco, Tacoma, Boston & London.
200,000 Patterns of Stair Balusters Can be Made in Any Shape.
150,000 Styles Spindles, Table Legs, Chair Legs, Polygonal.

C. H. Fuller, Furs, Euclid avenue, says: I saw the machine, and a Cleveland mechanic told me the baluster it made in a minute he could not make in a week.

J. W. Britton, President Steel and Iron Works, Cleveland, has examined the machine and publicly states it is wonderful, useful, valuable, and should be secured to Cleveland as an industry.

Spalding Bros., Chicago, Ill., celebrated sporting goods makers, Brown, of the firm, says: We have great machinery, but on base ball bats, Indian clubs, wood dumb bells, and ten pins nobody in the world can compete with this lathe.

Webster, the chair manufacturer of Menasha, Wisconsin, says its value and necessity to the chair makers is beyond calculation; it increases the styles, possible to make manifold, stiffens the selling value at less cost for production, and we want it.

President Edwards, of Cleveland's Board of Trade, after witnessing its powers, said it's simply wonderful and a safe investment.

Secretary McClintock, Chamber of Commerce, Rochester, N. Y., said Rochester is the home of wood machine inventors; they all pronounce this Lathe the most important and valuable, as mastering a problem considered impossible; its value is beyond estimate.

John W. Mackay, of the celebrated bonanza syndicate, that pr d ced $300,000,000 bullion from the consolidated Virginia Mines, said: I consider this Lathe of more value than any mine in the world.

United States Senator Jas. G. Fair, San Francisco, a mechanical expert, examined the Lathe and its product, said: It will make millions and millions of dollars; it's sure to come.

Eugene B. Cushing, of Skagit Lumber Company, Washington Territory, an enormous lumber company, says it's the most important invention for wood I ever saw, and we welcome its advent.

Col. . uch, recent candidate for Governor of Massachusetts, critically investigated its merits, saying, its value is enormous, in fact beyond a fair comprehension, and only in its infancy yet.

Ex-Attorney General Williams, Portland, O., of President Grant's Cabinet, said: Give Portland a factory and my money is ready; I will be a director; it is a safe, commercial, legitimate industry of most wonderful proportions.

U. S. Commissioner of Railroads, Hon. W. A. Armstrong, says: It is the most wonderful mechanical invention of this century; its uses apply to half a million articles that can be made cheaper and better; it's a public benefit; worth millions to its possessors.

Senator Drum, Tacoma, Wash., says its labor saving is enormous, its application in woodwork unlimited.

The Post-Express.
ROCHESTER, FRIDAY, AUGUST 1.

FOR MORE WATER

EXECUTIVE BOARD TAKES INITIATIVE STEPS.

Acting Chief Engineer to Report on the Cost of Surveys and Plans for a New Conduit — Bids for a Pumping Engine Opened.

The executive board this morning adopted the following resolution, which was offered by Mr. Aldridge:

Whereas, It is evident not only to this board, but to all classes of our citizens, that an immediate permanent addition to our water supply is imperatively necessary, and,

Whereas, The preliminary work pertaining thereto will consume considerable time; therefore,

Resolved, That the acting chief engineer be directed to report to this board as soon as he can conveniently do so the cost of completing the surveys and the necessary plans and the probable length of time required for completing said surveys and plans; also to report at the same time any other matters relating to an additional water supply which in his opinion may be necessary for the information of this board.

The following bids for furnishing a pumping engine and boiler in accordance with the advertisement of the executive board were opened by the board this morning: Gordon steam pump company, Hamilton, Ohio, non-condensing engine $5,295, condensing engine $6,500, condensing engine with air pumps and condenser $7,300, boiler and smoke stack $1,800; Holly manufacturing company, Lockport, No. 2 Gaskill horizontal compound condensing engine, $9,000; No. 1 Gaskill horizontal non-compound condensing engine, $5,600; No. 6 Gaskill horizontal duplex direct acting engine, $7,825 boiler and stack, $1,200; Smith & Vaile C. New York city, compound duplex non-condensing engine, $7,400, boiler and stack, $2,029; condensing engine, $9,200, non-condensing engine, boiler and stack, $9,400, condensing engine, boiler and stack, $11,200; Howe & Bassett, Rochester, boiler with dome, $1,085, boiler with dry pipe $1,000, boiler 5x16 feet with dome $961, with dry pipe $926.

The Deane steam pump company, Holyoke, Mass., and Henry R. Worthington, New York city, did not send bids for the reason that the suction lift of 25 feet and speed of 100 feet per minute were considered impracticable requirements.

The bids were referred to Chief Engineer Rafter to be tabulated.

The pay roll of the street department this week amounts to $3,151.71 and contains 331 names.

A resolution by Mr. Aldridge requesting the board of health to discontinue the flushing of sewers, unless the consent of the executive board or chief engineer is obtained, was adopted. The board deemed it advisable to take this action because much water is wasted in indiscriminate flushing of sewers. Where a demand for flushing is made the executive board will send a man to ascertain whether the work is necessary.

It is probable that the board will act upon the pumping engine bids Monday.

Slab City Leak Repaired.

The leak in the Hemlock conduit at Slab City, which has been the subject of attention by the executive board and the engineers for some time, has been repaired. It is calculated that this will make a saving of about 200,000 gallons per day. The work of completing the air valve measurements and examination which was stopped while the leak was being repaired will now be pushed toward completion.

The height of the water in Rush reservoir this morning was 8 feet 7 inches; in Mt. Hope reservoir, 18 feet 9½ inches.

WATER SUPPLY AND SALARIES.

The Mayor Issues a Call for a Special Council Meeting.

There seems to be a general desire among taxpayers that some preliminary action be taken with reference to securing an additional supply of water, and the mayor has issued the following call for a special meeting of the common council:

Peter Sheridan, City Clerk:

Please call a special meeting of the common council at the common council chamber for Monday, August 4th, at 2.30 o'clock p. m., for the purpose of considering the water question, and for the transaction of such other business as may come before it.

WILLIAM CARROLL, Mayor.

At this meeting an effort will be made to secure the reconsideration of the action of the council, increasing the salary of the members of the executive board.

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Democrat and Chronicle.

D&C Aug 2d /90.

A STITCH IN TIME.

The city authorities have displayed considerable activity in responding to the general demand for immediate action looking to increased water supply facilities. At the meeting of the Executive Board yesterday a resolution was adopted instructing Chief Engineer Rafter to report as soon as practicable the cost of completing the surveys and necessary plans for a new conduit, and Mayor Carroll has instructed the city clerk to call a special meeting of the Common Council Monday night for the purpose of considering the water question. Every one interested seems conscious of the urgency of the case and it is earnestly hoped that nothing will be permitted to mar the harmony and effectiveness of concerted action.

A grave responsibility is invested in the Common Council and the result of its deliberations will be awaited with the greatest interest, if not anxiety. There is little probability that the Aldermen will be diverted from their original purpose of building another conduit to Hemlock lake and it is reasonable to suppose that none of them will favor for a moment the reckless scheme to try and take advantage of an amendment to the city charter which was foolishly adopted for purposes entirely different. In maintaining this attitude they will represent an overwhelming public sentiment and the unanimous opinion of bankers and financiers. Aside from these two questions, the most important problems which will confront the aldermen will be the framing of an enabling act and defining the auspices under which the work will be performed. Without desiring to anticipate the action of the council the DEMOCRAT AND CHRONICLE may with propriety suggest that the Chamber of Commerce be recognized and given a voice in determining the plan of this costly improvement. This organization, a representative body of business men, has been chiefly instrumental in exposing mismanagement in the Water Works Department and to it the people are indebted for their knowledge of the true state of affairs and for a sincere effort to introduce needed reforms. Under these circumstances it seems eminently fitting that the Chamber of Commerce should be represented in the preparation of the enabling act and in the general supervision of the great expenditure of money that is to be made. Such recognition would be no reflection upon the honesty or capability of the Common Council, nor would it be so construed. In undertaking a work of so great magnitude it is of paramount importance that it should be planned by the best judgment obtainable, and it is only fair to assume that the best results could be obtained by the Common Council and the Chamber of Commerce working conjointly. An improvement which involves an expense of a million and a half of dollars is something in which every taxpayer is keenly interested, and there is a general demand that a great business enterprise be conducted on strictly business principles.

Aug 4th /90.

ROCHESTER MORNING HERALD

THE WATER WORKS DILEMMA.

The dog days are upon us. For several weeks very little rain has fallen in and about this city. Day after day an August sun pours forth its fervid heat and often, as yesterday, a hot, parching wind like a simoon sweeps over the city.

The lawns, but a few weeks ago so rich and delightful in their greenness, are now burned to the roots of the grass. Their beauty has departed. The necessary edict of the water works department has prevented the use of water for the preservation of the grass and our citizens no longer take any pride in those charming adjuncts of their dwellings. Rochester has barely sufficient for its necessities—none for the gratification of its tastes or the beautifying of its homes. And for what we have we are dependent upon the integrity of a single conduit twenty-seven miles long which is reported from different quarters to be defective in places and even to be partly obstructed.

This is the third summer the people of this city have been more or less restricted in the use of water. For nearly three years the subject has been discussed in the press, in the common council and executive board, in the chamber of commerce and by the people. At two sessions of the legislature enabling acts have been introduced for the purpose of authorizing the authorities to bond the city to secure money for an additional conduit. But apparently the town is no nearer to securing an abundant supply of water than it was two years ago. The controversy over it has taken an immense range and much valuable information has been elicited through the investigations of expense [illegible] citizens. We have [illegible] no more water than we had when the question was first broached.

In the meantime factions and [illegible] have made their appearance. A majority [illegible] appear [illegible] favor [illegible] from Hemlock lake. But some, like ex-Chief Engineer Tubbs, favor a combined pumping and gravity system from the same source; others a pumping system from lake Ontario, while others—a very small number—solemnly assure the public that the city's water supply is all right and what we need is water meters and economy.

There is also a diversity of opinion regarding the policy that should be pursued. The Union advocates a scheme under which advantage shall be taken of a feature of the charter which, according to the opinion of City Attorney Ernst, will permit the city to go ahead and build an additional conduit without an enabling act. The only question in our mind respecting the adoption of this plan, admitting its legality, is whether the emergency is great enough to justify it. The danger, we believe, is great, even serious. As we have shown Rochester is dependent upon a partially condemned single condui for its entire domestic water supply; but that risk has been incurred continuously for many years and we may reasonably conclude that with proper care and precautions we may safely assume it for one year more. The HERALD could not approve, except in the gravest crisis, a scheme which would put in the hands of the city authorities, under a clause of the charter which was never intended to confer such extraordinary powers, the right to plunge this city into new and unknown depths of indebtedness.

What the HERALD now advocates, and has advocated since this subject first came to the surface, is an enabling act properly framed and embodying proper restrictions, that will authorize the city to bond itself for an amount sufficient to build another line to Hemlock lake. On the 24th of last month we said: "No schemes or devices can secure an 'abundance' of that article [water] until the conduit to Hemlock lake has been duplicated. Then our citizens will not be put upon a short allowance and will not be compelled to see their lawns, the pride and beauty of our city, dry up and become parched and brown before their eyes." At their special meeting this afternoon, called by Mayor Carroll to consider this matter, the aldermen should carefully abstain from adopting a policy, which, while it may promise immediate results, might have the effect of more indefinite postponements of the improvement that has now become so urgent.

THE UNION AND ADVERTISER

ROCHESTER, N. Y., AUGUST 4, 1890.

TIME FOR ACTION!

The Common Council is to meet this afternoon at half past two o'clock to inaugurate action looking to immediate steps for obtaining an additional water supply, and such ultimate legislation at Albany as may be necessary to give the people whatever additional security they may desire. No one proposes, as the opponents of any additional water supply disingenuously represent, that the city authorities shall go on under the general power found in the charter and jump the whole undertaking to a conclusion at once, issuing bonds in large amount, etc. The proposition is that if the general power of the charter as it stands be sufficient for the end in view, the city authorities—Mayor, Common Council and Executive Board, take their stand upon it and at once cause the necessary preliminary work to be commenced and pushed with vigor. It may not be necessary to issue a bond under the general power of the charter, but it is necessary that the fact of the existence of the general power be established as a legal proposition beyond question. That fact established, the city will then have solid and impregnable ground to stand upon in asking the Legislature for such changes as may be desired in the form of an enabling act, or in further amendment of the charter. We believe that the power in the charter is absolutely essential to the passage of an enabling act. If the city can go to the Legislature with an enabling act, saying, we have now the power, but desire to have it regulated and guarded, it will obtain what it desires without question. But if it goes to the Legislature, saying, we have no power and ask you to give it to us, the country "combine," Ald. Selye and his meter brigade, the William A. Sutherlands of the local Republican leadership and their "confidential" sappers and miners, and [illegible] opponents of [illegible] water supply, will [illegible] kill any bill [illegible], as they killed the bills of last winter and the winter before. The tone of the Republican newspapers pitched upon one key, that of blind partisanship [illegible] the Mayoralty, the Common Council, and the Executive Board, are in Democratic hands. Sutherland's "confidential" letter to Speaker Cole reveals the Republican partisan animus of the obstruction to an additional water supply that is doing the city incalculable damage, both in the deprivation of water which the citizens suffer, and the deterring of people and enterprises abroad from coming to a city with a water famine constantly threatening it.

The time for action has come. If the men elected and empowered by law to take it refuse to discharge their duty promptly, courageously and effectively, they will have a fearful account to settle with the 145,000 people of Rochester.

Aug 5th /90

ROCHESTER MORNING HERALD

AN IMPORTANT SESSION.

The common council met in special session yesterday afternoon and acted upon two important questions. The salaries of the executive board which had been raised to $3,400 were reduced to $2,800, or an advance of only $300 upon the pay the members have been receiving, instead of $900, as determined by the vote of the council at a recent meeting.

The HERALD entered its protest against the act of the council making the salaries $3,400. It was immediately apparent that the people were with this paper in objecting to the change and the council, in taking the back track, has obeyed the undeniable drift of public sentiment. We think there will be no serious objection to the small addition to the salaries of the board determined by the vote of yesterday.

The second important act of the council at its session of yesterday was the adoption of a preamble and resolutions relating to the water works. This document is published on another page of the HERALD this morning. It is a somewhat formal and formidable piece of work beginning with a declaration designed to impress the public with a sense of the council's importance and moral resources. With all that the preamble says about the urgency of the water works situation in Rochester this paper, as the leading editorial in yesterday's issue shows, is in accord. The plan proposed in this document, beyond employing the two eminent lawyers named to prepare opinions upon the scope of section 82 of the city charter, is, should those opinion be favorable, to go to the legislature next winter with a bill for an enabling act and say to that body: We want this bill passed, because our people would be better satisfied with a special provision for that purpose; but if you decline to pass it we will go ahead under section 82 of our charter and bond the city for the additional conduit without a definite enabling act.

Should the next legislature refuse to grant the concession asked we would regard the necessity for immediate action as sufficiently urgent to warrant the adoption of the policy outlined above. Various interests in the city and outside of it have conspired to obstruct every measure designed to afford the relief from a water stringency which has embarrassed the business and domestic affairs of our people for over two years. The time has come for prompt and decisive action. We pretend to no knowledge of irregularities that may be covered by the plan mapped out by the preamble and resolutions adopted at yesterday's session of the council. There may or may not be something crooked intended; but on the surface the scheme appears to us worthy of approval. Of course should the distinguished lawyers to be consulted not agree with the city attorney's opinion that would be an end of the matter, and the friends of a new conduit from Hemlock lake would have to organize their forces for a grand attack upon the legislature without the moral support that would be afforded by the existence of a right under the charter as it stands to go ahead with the work.

A WATER CONFERENCE.

Informal Gathering at the Chamber of Commerce Last Evening.

An informal conference of gentlemen interested in the water question was held last evening at the chamber of commerce. It was the time for the monthly meeting of the board of trustees, but no quorum of that body appeared. A brief meeting of the executive committee was held at eight o'clock, at which only routine business was transacted.

This was followed by a general discussion of the water problem. There were present Henry C. Brewster, William C. Barry, E. R. Andrews, George C. Buell, John Fahy, T. B. Griffith, D. M. Hough, Henry Lomb, Clinton Rogers, Secretary McClintock, Alderman Selye and William McConnell. The water question was discussed in all its phases, more than an hour being thus occupied. Alderman Selye and Mr. McConnell believe in going to the springs west of Rochester for more water and were in attendance to present their views on the subject to the trustees. The advisability of forming a private company to supply water was urged, the intention being to bore wells in the territory near such of these springs as might prove free from impurities. It was argued that water could thus be supplied much more cheaply than by laying another conduit to Hemlock lake.

Some of the trustees expressed a desire to further consider the project. While the trustees could take no action several expressed themselves as pleased that an opportunity had been given for a free talk about the western springs and their possibilities.

About Productive Industries.

Secretary McClintock of the chamber of commerce, the special agent for the collection of census statistics relating to Rochester's productive industries is busily at work, assisted by Major C. C. Brownell. The term "productive industries" is construed very broadly and is made to include all shoe shops and tailor shops where custom work is done, millinery stores and all other small establishments where any articles of value are produced. Blanks will be given to all of the parties interested to fill. It will be seen that the work is one of considerable magnitude. Mr. McClintock's territory includes Rochester and Brockport, the remainder of the county having been covered by the regular enumerators.

The Post-Express.

For Lake Ontario.

TO THE EDITOR OF THE POST-EXPRESS.

Not being a resident of your city, anything which I may say relative to the proper source from which your city should obtain its water supply, may be called the emanations of an interloper by those who may entertain a different opinion. Still, I beg of that class to "hear me for my cause," as there are persons, and no small taxpayers, residing here, who are very near to me by family ties. From the outset of the agitation of your water works question, I have been a very attentive reader of everything which has been published, and my greatest anxiety has been, if more is water needed, relative to the proper source from whence it should come, keeping to the fore front the question of purity as well as that of quantity.

A a medical man, I have paid no little attention to sanitary matters during a period of forty-five years; hence, perhaps, my especial anxiety at this time about a portion of my family, and the best interests of your beautiful city.

Permit me to express my amazement when reading the expressions of different prominent citizens of your city, in your issue of the 1st instant. It seems to me when men speak of the waters of Lake Ontario as being too polluted for household use, they cannot, intelligently, know what they are talking about, more especially when the same individuals are loud in their praises of those of the little pond, in comparison, called Hemlock lake.

I am glad to observe that Dr. Burke speaks the proper sentiment as health officer. Allow for a moment the premises of the opponents of Lake Ontario to be correct, which I deny. Then let me propound this interrogatory: Suppose a poisonous or noxious dose of any agent to be diluted with water to an infinitesimal extent, and then an equal quantity of the same agent be diluted in as small a quantity of the same diluent as is possible to make a solution of the same; then suppose an individual to drink occasionally of the largely diluted solution, or the whole, at one draft, of the concentrated solution, which, by the rule of common sense and the experience of sanitarians and medical men would be most likely to be deleterious to the consumer? Just such a comparison can safely be made between the waters of the two lakes, and I care not for the opinions of analytical chemists.

No board of health will ever be created, even though the supply of water from Hemlock lake be never failing, that can or will keep its waters free from polluting agents, and especially those agents which are the most prejudicial to health under certain conditions. What is to hinder the waters from Hemlock lake from becoming more and more impure under the present state of things?

Who can forget the recent report of the commission who recently visited that locality? Will not the catalogue of pig styes and cattle pens increase, saying nothing of the cottages?

It certainly will continue to grow worse unless the city bonds itself for the payment of all surrounding lands, and then razes to the earth every cottage, pig stye and cattle pen, and encloses it with [illegible] interested [illegible] fancy, but how else can its waters be protected if the people of this city are determined to look to it for their future supply of water?

How else can you prevent excrementitious matters from polluting the waters? Have the intelligent people of this city so soon forgotten the disastrous epidemic of typhoid fever at Plymouth, Pa., but a few years ago? In that epidemic the intestinal secretion of but one individual were the cause of the great disaster.

Let me make the following prediction, to wit: Should Lake Ontario be ignored, at the expiration of fifteen or twenty years, while I do not expect to be on earth at the time, there will not be found a single intelligent taxpayer who will rise up and call all those who opposed its body as the source for this city's water supply, blessed.

During this time those who, at great expense, have been striving to beautify their homes must expect, periodically, to have cast in their faces the unwelcome edict: "If you sprinkle your lawns or run your fountains and refuse to pay your fine you will have your supply cut off."

Oh, what a thing to contemplate with Ontario's pure waters so near at hand. When such an event takes place nothing will be left for the poor taxpayer but to form a bucket brigade and march to the river. As yet, I believe, no power has been created to prevent the people from obtaining their supply, however humiliating, from that source. I do hope the people of this city will stop higgling about the expense in one direction and yet lavish in another and one far more objectionable, and at once set about procuring, not only good water, but an inexhaustible supply also.

D. COLVIN,
44 Clinton place.

EASTMAN COMPANY

TO BUILD A $200,000 PLANT ON THE BOULEVARD.

English Business Sold for $750.000—Capital Stock Increased to $1,000,000—Immense Sale of Kodak Cameras — An Interview.

The property of Lehman, Truesdale and Fosgrove on the west side of the boulevard nearly opposite Hanford's landing, was purchased Friday by the Eastman Dry Plate and Film company for $22,400. The property fronts 700 feet on the boulevard and extends back to the ridge. It is fourteen and one-half acres in extent. The company is ultimately to transfer its plant to this location and the building, machinery and other appurtenances will cost at least $200,000. The company now has two factories on State street, a factory on on Court street and a third in connection with Yawmann & Erbe's establishment on St. Paul street. All but the main factory on State street will probably be abandoned ultimately. The office of the company will continue to be located at the Main street factory and the plant there will always continue to be operated. Employees of the company are now at work on the ground sinking artesian wells from which an abundant supply of water will be obtained.

Within the last two years the business of the company has increased immensely. The business received a tremendous boom when the Kodak cameras were put upon the market and the directors of the company say that twenty-five of these cameras are sold to one of any other kind. The company now has 1,800 orders unfilled for Kodak cameras and finds considerable difficulty in filling the the orders for film for loading these cameras. In consequence of this pressing demand plans are now in preparation for the building of a Kodak film factory on the newly purchased property at a cost of $100,000. The contract will be let and the factory built and put into operation as soon as practicable. This will be the first of the series of factories to be erected. The great objection to conducting a plant so far from the center of the city is the distance from the homes of the employees and it is possible that houses for the latter may be erected upon the property.

The Eastman company has been preparing for this extension of its plant for some time. The first and one of the most important steps was the sale of its English business, the headquarters of which was located at 13 Soho square, London, to English capitalists for $750,000. The English company is now building two large factories on the other side of the Atlantic for the manufacture of the Eastman patents, the right to which is secured by the purchase. A month or so ago the capital stock of the Rochester company was increased from $300,000 to $1,000,000 and the company is now preparing to conduct business in proportion to its increased capital.

The officers of the company are: Henry A. Strong, president; J. H. Kent, vice-president; George Eastman, treasurer, and Brackett H. Clark, secretary.

Brackett H. Clark and Mr. Kent were seen by a POST-EXPRESS reporter this morning. The information above given was kindly furnished by them. "The sudden popularity which the Kodak cameras have attained," said Mr. Clark, "is simply astonishing. If we had a factory double or even triple our present capacity we should still find difficulty in filling the orders for Kodaks and film."

Democrat and Chronicle.

AUGUST 6, 1890.

400,000 GALLONS A DAY

Decrease in the Consumption of Hemlock Lake Water.

UTILIZING THE GENESEE RIVER

The Bartholomay, Rochester and Genesee Breweries Now Equipped With Water Works of Their Own for Supplying Their Ice Machines.

A decrease in the consumption of Hemlock amounting to 400,000 gallons of water a day is by no means an inconsiderate item in these times of scarcity in the city's water supply. Beginning probably to-day the amount will cease to be consumed by the Bartholomay and Genesee breweries, and within a fortnight, when the Rochester brewery's new source of supply is also completed, a total of over half a million of gallons will no longer be used by these three corporations. Instead of using Hemlock water for their ice machine purposes at 14 cents per thousand gallons, the breweries will pump water from the Genesee river at a cost of 1 cent per thousand gallons. The water is declared to be every bit as good for the uses required as the city's supply and infinitely cheaper, of course the water used in brewing by the three breweries will continue to be Hemlock water.

The Bartholomay Brewery has been using 300,000 gallons of Hemlock water and the Genesee Brewery 100,000 gallons every day since the beginning of warm weather for their De La Vergne refrigerating machines and have been paying what they consider the enormous price of 14 cents per 1,000 gallons. For the year ending May 1, 1890, nearly $18,000 was paid into the city treasury by the Bartholomay, Rochester and Genesee breweries for the use of water, at the rate of 11 cents a 1,000 gallons, while this year the larger amount used and the increase in price would have brought the bill up to nearly $30,000, had the breweries continued to use Hemlock water only. Taking this fact into consideration, the Bartholomay and Genesee breweries decided to put in a plant of their own and use the water of the Genesee river for their ice machines. Some weeks ago President Kondolf, of the Genesee, and William Bartholomay, general manager, were authorized by the Board of Directors to begin the erection of such a plant, and at once set to work and excavated a well in the rock directly back of the Genesee brewery, with a capacity of 160,000 gallons. The site chosen was selected because the water at this point is much clearer and flows more freely and rapidly. The well was sunk to a depth of ten feet in the rock, the top being two feet below the surface of the water, in order to secure clear and cool water. The well is stored by the natural filtration of the water through the rock and by three six-inch pipes, running at different points into the river. The well is surrounded by a four foot stone wall, ten feet high, which brings it above the high water mark, and is covered by twenty-four foot steel beams and eight-inch arches, concreted so as to keep out the surplus water flowing during the freshet season. The well being surrounded by such thick walls and entirely closed at the top renders the water from eight to ten degrees cooler than the river water flowing past, and this fact alone will make a saving of five tons of coal a day, because of the more radid liquidation of the anhydrous ammonia in the ice machines. The water after saturating through the rocks and coming into the pipes, which are covered with stone and gravel, is almost as clear as the water of Hemlock Lake.

The water in the well is pumped by a large Knowles pumping engine, with a capacity of 500,000 gallons in every twenty-four hours, placed on the roof of the well, into a large reservoir at the top of the hill back of the Genesee Brewery, through a six-inch pipe 150 feet long. The Genesee Brewery has a large main running from the reservoir to the ice machines, supplying them with the required 100,000 gallons per day, while the Bartholomay brewery has a main 2,000 feet long from the reservoir, connected with another large pumping engine at the brewery which supplies them with 400,000 gallons per day, needed for the ice machines, stations with hose attached for fire purposes, washing wagons, sprinkling lawns, etc. The coal consumed in pumping these 500,000 gallons of water amounts to one and one-half tons per day, and the Knowles Steam Pumping Company has guaranteed that, including this item and the cost of oil, wear and tear of machinery and services for running the engines, that the water will cost not more than 1 cent per thousand gallons. In other words the breweries will obtain 500,000 gallons a day of water as good as Hemlock for the purposes required at a cost of $5 a day instead of paying the city $70 a day for the same amount.

Foreseeing that this plant would be a success and supply both breweries with ample water for their ice machines, Mr. Bartholomay began the erection of a well for the Rochester brewery on the other side of the river, about ten days ago and expects it to be in operation within two weeks. The location of this well is nearly in the center of the river below Vincent Place bridge back of the brewery and will be surrounded with a wooden crib filled with stone and gravel and sufficiently high to prevent water flowing over it in the times of high water. The crib will be fastened by large two-inch iron rods fastened into the rock to prevent the walls from being dislodged. The water at this point was found to be exceedingly clear and

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cool, well supplied for ice making purposes. The pumping engine—also of the Knowles make—will be placed on the bank of the river and will have sufficient capacity to furnish all the water that may be needed. The machinery is now on its way to Rochester and Mr. Bartholmay thinks it will be put up and ready for pumping within a fortnight, as the pipes, etc., are laid ready for connecting. All of the water used by the breweries for ice machine purposes will be again returned to the river after it has supplied its mission.

The action of the Bartholomay Brewing Company in supplying its three plants with river water for the purposes named, has set several manufacturers to thinking and it is said that several will erect pumping engines and wells and use river water for their factories instead of relying upon the uncertain and scarce city supply. It is stated that H. Kohlmetz & Son and the Curtice Brothers Company have already determined to erect plants.

Philadelphia, Pa., October [illegible] and Women's Christian Temperance Union state convention, October 15th to 17th.

—The preliminary survey for the extension of the Elmira, Cortland & Northern railroad from Camden to Watertown, fifty-nine miles, has just been finished. The survey was made from the Watertown end by an engineer corps in charge of Mortimer Rickey. Beginning at Watertown the line runs to Smithville. From this point to Belleville it is over the abandoned line of the Sacketts Harbor & Ellisburg road. From Belleville the road runs to Sandy Creek, crossing the Oswego branch of the Rome, Watertown & Ogdensburg line, one and a half miles east of Pulaski. For six or seven miles the line parallels that of the Rome, Watertown & Ogdensburg road, and at Williamstown is within three-quarters of a mile of it. For a large percentage of the way the line is over country nearly level, and all the grades will be easy and the work light. The only bridge of importance will be over the Salmon river, 200 feet long. From Albion and Watertown the road will run through a rich farming country. The fact that Austin Corbin, president of the company, declined a re-election as president of the Philadelphia & Reading railroad to devote himself entirely to the Elmira, Cortland & Northern railroad, makes it appear probable that the extension will be built.

C. A. P. for Boston

FLOUR MILLS WANTED.

Englishmen Again Negotiating for Their Purchase.

The English parties, who a year ago last spring attempted to secure control of the flour mills in this city and Buffalo, have renewed their negotiations, but nothing has yet been accomplished. The matter has not got so far as it had when it was allowed to drop last year.

At that time the Englishmen had secured options from a number of Rochester mill owners, but withdrew because as they claimed the season of the year—summer-time—was one when English capitalists were backward about investing their money or engaging in any new ventures. Now, it is understood the parties are anxious to re-open the negotiations and have written from London to know if they can purchase the mills at the prices offered last year.

All the mills in the city with the exception of those of Ferguson & Lewis, J. A. Hinds & Co., William B. McMillan, Gerling Bros., Macauley, Fien & Co., Campbell & Hardy, James Goraline and Albert Bennett, are included it is understood, and these the negotiators wanted but were refused options. The total output of the mills is about 1,500,000 barrels a year.

William S. McMillan, proprietor of the Crescent Mills, said to a DEMOCRAT AND CHRONICLE reporter yesterday that he did not believe anything would come of the efforts to buy the mills.

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Aug. 6th "90.

POWER COMPANY.

WHAT IT IS DOING ON WATER STREET.

Plans for a Six Story Building, the Third of the Series—Others To Follow—The Company's Project—Building Notes.

Architects Thomas Nolan and E. B. Nolan yesterday let the contract for the third large building to be erected by the Rochester power company on North Water street. It will occupy the central portion of the tract lying on the west side of Water street between Andrews and River streets, and will be located on the site of the block which was partially destroyed at the time of the explosion a number of years ago. The plans have been made for two buildings here which will have the appearance of one from the street. The present contract is for the erection of the north block which will cost about $45,000. A. Friederich & Sons have the contract for the carpenter work, mason work and painting.

The block will have a frontage of 50 feet and a depth of 110 feet, running back to the river wall. The Stewart building will be cut directly in two to allow [illegible] building will have six stories and a basement, and will be of brick laid in red mortar and trimmed with Medina cut stone. The height will be over 90 feet. The [illegible] all the [illegible] and ventilating will probably be used, fresh air being forced through the building by means of blowers. The plumbing will be of the best and electric lights are likely to be used in this building and all through the company's plant. The river front, the Water street front and an area at the south of the building will be open affording excellent light during the day. The facades are to be a system of piers terminating in the upper stories in large brick arches. The space between these piers will be entirely filled with glass and by this means the extent of window surface is largely increased. There will be automatic sprinklers throughout the building and two systems of fire escapes on the outside. Two elevators, one large one for freight and the other for either passenger or freight uses, will make communication easy between the several stories. There will be automatic self-opening and closing doors at each floor. Within the building there will be eight kilns for drying lumber. The advantages of this building for manufacturing purposes are so thoroughly appreciated that the whole block is already rented except the upper story. Work will be commenced immediately and it is expected that the block will be completed by December 15th.

The development of the Rochester power company's property forms an interesting chapter to all familiar with building operations. This company owns the whole west side of North Water street from Andrews to River streets, together with the lot on the corner of North Water street and Central avenue. Here the first building of the series, the Ceorr block, was erected. Eventually there will be seven new buildings between River and Andrews streets, all built according to one general plan and presenting a very handsome front. The great boilers are located in the building on the corner of River street, which has been shored up during the repairs made in the lower stories. The foundations are ready here for a six or seven story building, when it is deemed advisable to tear down the present one. Next south of this is the block now being erected, which has already been described in the HERALD. The next building is that which is described above, and it will be separated from its neighbor by a heavy fire wall. Two other blocks of much the same design are contemplated just north of Andrews street. The present building on the corner of Andrews street has received extensive repairs and will be the last to be torn down although it is thought that the power company will ultimately build there also. There will be three areas between River and Andrews streets, each 25 feet in width, running back from Water street about one third of the depth of the buildings. Some idea of the importance of the Rochester power company's operations may be obtained from the fact that it is estimated that within a year it will have expended $250,000 on its tract.

Building Notes.

The Holy Cross parochial school at Charlotte is to be enlarged so as to give room for 300 pupils and a parish hall will be finished off in the upper story.

Architect Otto Block's plans for the new addition to number 24 school building call for a two story addition with two rooms and a hall on each floor. The Northcott system of heating and ventilation will be used. It will take about three months to complete it.

C. I. Jessen has let the contracts for a two story brick building to be erected on North Clinton street just north of St. Michael's church. It will contain two stores and two flats and will cost about $6,500. In dimension it will be 35 by 55 feet. Otto Block was the architect.

C. M. B. A. Block Social

ROCHESTER MORNING HERALD
Aug. 7th "90.

WATER SUPPLY COMMITTEE.

Aldermen and Executive Board in Private Conference—Next Meeting.

A secret meeting of the special committee of the common council appointed at the last meeting to confer with the executive board, in order to take the first steps toward the procuring of an additional water supply, was held yesterday afternoon in the city clerk's office. There were present Aldermen Kelly, Sullivan, Selye, McMillan and Cleveland, the members of the executive board, City Attorney Ernst and George W. Rafter, the acting chief engineer of the water works. No reporters were allowed to be present, and it is understood that there was an agreement among those in attendance that no inkling of the tenor of the discussions should be given to the press.

The city attorney was directed to send to Judge Danforth and Mr. Coggswell an official notice of the request for their opinions as to whether the city charter authorized the municipal officers to bond the city for a new conduit, independent of a legislative enabling act. This is in accordance with the resolution adopted by the council Monday afternoon.

There was considerable talk as to the cost of building a new conduit, and the [illegible] taken. Mr. Rafter was instructed to collect information as to the cost of the preliminary work for the surveys for a new conduit and report at the next [illegible] committee of the chamber of commerce will be invited to be present at that meeting.

ROCHESTER MORNING HERALD
Aug. 12th "90.

THE WATER QUESTION.

Mr. Coggswell's Opinion Ready—Measurements of Hemlock and Holly.

A meeting of the special water works committee of the common council was held last evening at the city clerk's office. Secretary McClintock and other chambers of commerce representatives were present by invitation. Alderman J. Miller Kelly was in the chair. There was considerable desultory discussion of the situation, but no definite action was taken.

Mr. Rafter is making measurements and surveying for a feasible route for pipe lines, both to Hemlock lake and lake Ontario. Mr. Rafter will report the results of his work to the executive board at its meeting next Monday.

It was reported that William F. Coggswell's opinion upon the question raised as to the power of the common council to bond the city under the charter amendment without an enabling act, was ready to be presented. Inasmuch as Judge Danforth is detained from the city by his duties on the judicial commission and has not been able to prepare and formulate his opinion upon the subject, Mr. Coggswell's opinion was reserved until Judge Danforth's shall also be ready.

Engineer Rafter caused measurements to be taken every hour from 7 A. M. on Sunday to 7 A. M. on Monday of the flow from Mount Hope reservoir. The result was about what he has estimated. In the table, which is given below, the number of gallons set opposite each hour of the day represents the flow during the preceding hour.

	Gallons
7 A. M.	217,997
8 A. M.	260,911
9 A. M.	277,490
10 A. M.	285,923
11 A. M.	256,098
12 M.	258,079
1 P. M.	248,870
2 P. M.	229,519
3 P. M.	204,907
4 P. M.	161,938
5 P. M.	212,038
6 P. M.	204,707
7 P. M.	169,426
8 P. M.	165,025
9 P. M.	161,926
10 P. M.	118,904
11 P. M.	131,548
12 midnight	111,676
1 A. M.	67,222
2 A. M.	134,146
3 A. M.	150,757
4 A. M.	100,326
5 A. M.	217,105
6 A. M.	265,463
7 A. M.	
Total	4,652,117

It will be observed that the amount used varied from 67,222 gallons between 1 and 2 A. M. to 285,393 gallons between 10 and 11 A. M. It should be remembered that these are Sunday measurements. The daily flow into Rush reservoir, Mr. Rafter says, does not exceed 6,700,000 gallons. He states that the amount of water saved daily continues about the same. The engineer has also prepared a table showing the hourly measurements at the Holly pump house on August 6th, 7th and 8th. Between 8 and 9 A. M. on August 8th 200,868 gallons were pumped which would be at the rate 4,820,832 gallons in 24 hours. Between 11 P. M. and midnight on August 6th only 51,300 gallons were pumped, which would give a daily rate of 1,238,200 gallons.

July 21st "90.

CITY OF A NOTED LAW

Interesting History of the Torrey Bankruptcy Bill.

THE WEST AGAINST THE EAST.

Indomitable Pluck, Energy and Strength of Purpose of the Author Bringing Success.

WASHINGTON, D. C., July 25.—The new Bankruptcy bill which passed the House on Thursday, and is expected to pass the Senate before adjournment, is called "the Torrey bill," after Jay L. Torrey, a young St. Louis lawyer, who is President of the National Association to Secure Bankruptcy Legislation. The other Bankruptcy bill, which passed the Senate but could not get through the House, was called the Lowell bill, after Judge John Lowell, for many years Circuit Judge at Boston, who drafted it. The Torrey bill contains the main features of the Lowell bill, as any good Bankruptcy bill must. Yet it is likely to succeed where the Lowell bill failed, and thus to furnish another proof that there is everything in a name. The fact behind the name, however, is the important thing. The Lowell bill came from Boston—from the boiled-shirted-gold-bug-money-power of the "effete East." The Torrey bill came from St. Louis—from the "wild-and-woolly-west," where the bone and sinew of the country, its energy and enterprise are to be found in men who are "the people," as distinguished from the Eastern "aristocrats."

THE EAST VERSUS THE WEST.

The strong sectional feeling between the East and the West, strongest in the way than that between the North and the South, was never more plainly shown than in this instance. Great credit is due to Mr. Torrey for seeing this, greater perhaps than for the admirable organization which he effected of the friends of such legislation and the admirable way in which he brought their influence to bear. There can be no question that the superiority of his management over the management of the Lowell bill accounts largely for the success his bill has achieved. Torrey looks to be about 43; is probably younger. He is stout, well built, with an athletic look; fresh, modest, patient. His face has an open, honest face, brown hair, a long brown mustache and fine brown eyes, looking straight into yours. He has a most agreeable manner, and a clear, neat way of talking. He not only knew his long and elaborate bill from title to conclusion, but he knew how to make you know it almost as well. He is the best lobbyist, in the best sense of that misused word, I ever saw here. Without the use of money, having none to use, without the use of political influence, which would have proved a hinderance rather than a help, with nothing apparently but arguments and the appeals of the commercial community of every section, he was able to convert more Congressmen than I ever saw changed on any question. Conceiving it to be his duty as President of the national association, which had adopted his bill at the St. Louis and at the Minneapolis Conventions, to help it through Congress, he came here last winter to stay a week or two smoothing the way for it; found that he must stay right on if he did not want the bill to fail, and has been here ever since, at present personal loss doubtless, but with full promise of large fame and fortune.

WORKING DAY AND NIGHT.

A tremendous worker, he has spent day and night getting the bill through committee and through the House. He wasted no time. He was the first man up in his hotel, and the last man to bed. He kept three typewriters going in his extemporized office next his bedroom with his correspondence, covering every district represented in the House. But he did not content himself with long-range work. He looked after the individual Congressman. He said nothing to the men he knew would vote for the bill; it is doubtful if they knew he was in town. But the doubter and the scoffer knew. Without fuss and flatteries, in a simple, sensible way, he sat down beside them and elucidated the principles of the bill in a manner so pleasing that it dispelled all asperities and changed the character of the opposition where it did not change the mind of the opponent. He apparently knew every man's district and just how it would be affected by the bill if it should become a law, and just how to make the Congressman see it all, too. No wonder that Culberson, of Texas, who opposed the bill, said on the floor:

"During my service in Congress, now somewhat protracted, I have never known a measure more intelligently, industriously and persistently lobbied than the one before the House. It affords me great pleasure to say, however, Mr. Speaker, that I am enabled to say as much, without intending to state any improper conduct on the part of any one who may have been engaged in promoting the passage of this measure."

Adding of Torrey: "This gentleman is a learned and accomplished lawyer, and so far as I know or believe, of irreproachable character;" which is about as good a recommendation as you could expect from an opponent.

QUIET, FORCIBLE ARGUMENTS TOLD.

The fact is Torrey's quiet enthusiasm drove home his arguments so that it was difficult to get away from them. He had the advantage, of course, of having had the Eastern Congressmen prepared for his bill, but he still had the greater task in reaching the Southern and Western Congressmen, who hold themselves to be the peculiar representatives of the debtor class. But he reached them, and converted enough of them for his purpose. Nor has he neglected the Senators. He has seen to it that all the Senators who needed enlightenment or encouragement get it, and has a right to expect that he will be as successful in the Senate as he [illegible]

[illegible] matter and he said: "In 1870 I was a law student in the office of a firm of lawyers in St. Louis who were kind and helpful to me. Among other things they did for me was to get me appointed as assignee in a very bad bankruptcy case. My bankrupt ran away; got out to California finally. I followed him up closely until I cornered him in Northern California, brought him back to St. Louis, and, being admitted to the bar about that time I prosecuted him myself—assisting the District Attorney, of course. The case just before mine, which seemed a stronger one for the prosecution than mine, went against the District Attorney, who, naturally, did not take as much interest in my case, so that I practically carried it through, as everybody saw, but, fortunately, I won it. This gave me the immediate reputation so valuable to the young lawyer, and I soon had a good start, including a considerable bankruptcy practice, which drew my attention to the subject and convinced me of the utility of a National Bankruptcy law.

INTERMEDD IN THE LOWELL BILL.

"When the Lowell bill was brought forward I supported it and was made President of the Convention held here in Washington in 1884 to indorse it, but had little or nothing to do with the management of it afterward. After it was defeated I dropped the subject for a while, but at the annual dinner of the Associated Grocers of St. Louis, whose counsel I am, in December, 1888, being called upon for some remarks it occurred to me to point out to them the opportunity to make themselves famous by putting through a National Bankruptcy law. Nothing was said at the dinner about taking it up, and I thought my speech wasted, when one day the President of the association came to me and told me that they had determined to undertake the initiation of the new movement. Accordingly they called the Convention, which, meeting in St. Louis first and then in Minneapolis last year, adopted the Torrey bill. I was made President of both Conventions, and sent on here to explain the measure to Congress, and here I am explaining."

MACFARLAND.

Niagara Falls Excursion via Reading

The Post-Express.

ROCHESTER, FRIDAY, AUGUST 15.

WHAT WILL THEY DO?

We notice in many of our esteemed contemporaries general articles on the necessity of better country roads. They are sensible, cogent, unanswerable. In the way of general discussion there is nothing to be said on the other side. Every fool knows that bad roads are among the worst of things and good roads among the best. Bad roads are hard on horses; they are disagreeable to people; they retard traffic; they depreciate the value of land. Good roads are pleasant to man and beast; they cheapen transportation; they make communication easy; they tend to growth and to increase in farm values.

As usual, in midsummer discussion, we are all in perfect accord in this matter; but how will it be when winter comes on and the legislature meets? Last year Governor Hill outlined in his annual message a magnificent project for the building of great state roads; but the legislature did not take the matter up with any enthusiasm and the newspapers ceased to clamor for their favorite improvement.

Now, we want to put a simple question: How many of the papers that are anxious for better country roads this summer will pledge themselves to stand by Governor Hill, politics or no politics, if he renews his recommendation for a system of state roads next winter?

Herald Aug. 16th "90.

How MANY of the papers that are anxious for better country roads this summer will pledge themselves to stand by Governor Hill, politics or no politics, if he renews his recommendation for a system of state roads next winter. —Post-Express.

We did not give special attention to the politics of the papers that indorsed the governor's recommendation last winter, but our present impression is that it was quite generally approved by the influential press of the state irrespective of party affiliations. If not it ought to have been. It is altogether the most hopeful and feasible plan for making sure of a system of good roads throughout the state within a few years that has yet been suggested.

The Post-Express.

ROCHESTER, SATURDAY, AUGUST 16.

WATER MATTERS.

Engineer Rafter's Return—Testing the Gates Well.

Engineer Rafter returned this morning from New York city where he had been in consultation with Alphonse Fteley, hydraulic engineer, regarding water supply matters. He told a POST-EXPRESS reporter that he was not yet ready to present his report on the condition of the Hemlock conduit to the executive board, and adhered to his decision not to talk on the subject until the report has been presented.

It is understood that Mr. Rafter in his report will advise that, inasmuch as the reservoirs are in fair condition as regards the height of water, and the cleaning or repairing of the conduit would seriously interfere with the city's supply, nothing be attempted on the present conduit until a new one is provided.

At this time last year Rush reservoir was nearly empty. The water there now is at the height of twelve feet. The height of the water in Mt. Hope reservoir is the same. Mr. Rafter's storage plan will probably be kept in operation until September 1st. It is thought that after that date some of the present restrictions on the use of water may be withdrawn.

Another test of the Gates weil is in progress. Thursday Superintendent O'Neil of the water works repair department, set up an engine and pump and began pumping. He says that the water flowing over the weir constructed for purposes of measurement is four inches deep when the pump is in operation. Mr. Rafter said this morning that that represents a flow of over 1,000,000 gallons per day. The pumping has continued since Thursday morning with the exception of the nights, and Monday morning an additional engineer will be employed and the pumping will be continued night and day for a time. Superintendent O'Neil says that the water is very cold and clear. No sand is pumped with the water, but some pieces of rock have been pumped out. The water when the pump is first started is muddy and sulphurous, but it soon becomes clear and the sulphurous odor disappears. He is of the opinion that there is a sulphur stratum about 25 feet down and that the water, which comes from a much greater depth, is entirely without the sulphurous odor. Mr. Rafter will superintend the test Monday.

Herald Aug. 19th "90.

AUGUST 19, 1890.

THE CONDUIT OBSTRUCTED

Chief Engineer Rafter's Report to the Executive Board.

ENGINEER FTELEY'S OPINION

"Grave Doubt if There Ever Was a Flow of 9,293,000 Gallons"—The Repairs Must be Left Until There is Another Conduit.

At a meeting of the Executive Board yesterday afternoon, George W. Rafter, acting chief engineer of the water works, presented a report of his investigation of the past and present condition of the Hemlock lake conduit. The report with two technical tables omitted is given herewith, and also a communication from A. Fteley, of New York, said to be the best hydraulician in the country:

ROCHESTER, Aug. 18, 1890.

To the Executive Board:

GENTLEMEN—I herewith present, as per instructions, a report on the present condition of the Hemlock lake conduit. Inasmuch as the question of additional water supply is very intimately related to that of the present condition of the conduit, I also embody herein my report in relation thereto, as directed by resolution of the board of date of August 1, 1890.

Information as to the present actual flow of the Hemlock lake conduit has been laid before you in the report of July 11, 1890, and we may take that part of the subject as fully settled. I pass therefore to an account of my study of the conduit undertaken for the purpose of determining why the discharge is only 4,700,000 gallons. It is proper, however, to state in this place that a measurement made from 7 A. M. of August 10th to 7 A. M. of August 11th, a period of twenty-four hours, corroborates the former measurements. The main point of such a study is to determine the hydraulic gradient for a given discharge, such determination answering at once all questions as to proper hydraulic condition and loss of head per unit of length for the given discharge.

Between Hemlock lake and Rush reservoir there are 69 air valves, and the stand pipes of these valves offered a convenient fixture by which an attachment to the conduit could be made in order to determine piezometric heights, either by direct measurement or actual elevation to which the water rises, or by the application of pressure gauges.

For the first eleven miles of the conduit from Hemlock lake north, the hydraulic grade line is very near the surface of the ground, and for this whole distance, therefore, a measurement of actual height of column accordingly becomes quite easy. Such a measurement had been made from air valve 27 to 48 inclusive, while for the balance of the distance to Rush reservoir the topographical conditions are such as to render the use of pressure gauges the only available method of making the required measurement.

Before making the actual vertical measurement of height of column, it became necessary to establish a series of bench marks the whole length of the work. This was imperative from the fact that but one of the bench marks of the original construction can be definitely located.

These new benches were established by two levellers working independently, and exhibiting as they do a maximum error of only 0.015 feet they must be considered as extremely accurate. They will be of use in the future operations of the conduit line and I therefore include them here for permanent record. The following give not only bench marks, but also elevations of stand pipes, of air valves, &c.

* * * * * *

Satisfactory set of bench having been established, a measurement of actual height of piezometric column at each air valve was made

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the hydraulic gradient between the air valves determined. The results are embodied in the following table, and a study of this in conjunction with the profile leads to a clear understanding of the difficulty, especially if we consider that the hydraulic gradient for the present actual delivery should be for a clean 36-inch conduit 0.2 of a foot for each 1,000 feet in length, while for a clean 24-inch conduit it should be 1.6 feet per 1,000.

By this table it may be seen that owing to obstructions of various kinds the actual capacity of the wrought iron pipe instead of being that of a thirty-six inch pipe, as previously supposed, is in reality only capable at places of doing the work of about a twenty-six inch pipe and is generally about equal to a thirty inch pipe, while the twenty-four inch pipe is found to be reduced in places to less than the capacity of a twenty inch pipe.

* * * * *

It is probable that no investigation of this character and magnitude has ever been conducted before on this continent, and I therefore give in condensed form the method of determining the equivalent size of pipe as tabulated in the last column of the table:

TAKING THE FUNDAMENTAL FORMULA—

$$v = C\,(rs)^{1/2} \qquad (1)$$

in which

v = velocity in feet per second,
r = hydraulic mean radius of pipe,
s = sine of slope,
and C = a co-efficient (Mean value for these computations = 116),

and substituting in it the equivalents of r and s, which are

$$r = \frac{d}{4}$$

and

$$s = \frac{h''}{l}$$

where d = diameter of conduit in feet, h'' = head used in overcoming resistance in a distance, l in feet and l = length in feet, we have

$$v = C\left(\frac{d\,h''}{4\,l}\right)^{1/2} \qquad (2)$$

The general equation for velocity is:

$$v = \frac{Q}{S} \qquad (3)$$

in which

Q = quantity in cubic feet per second.
S = sectional area of conduit in square feet.

Combining equations (2) and (3) there results:

$$Q = S\,C\left(\frac{h''d}{4\,l}\right)^{1/2} \qquad (4)$$

whence we determine $d = \dfrac{4l\,Q^2}{S^2C^2h''}$ (5)

and $d\,S^2 = \dfrac{4l\,Q^2}{C^2\,h''}$ (6)

In this form the problem resolves itself into computing with known values of Q, l, C and h, the value of d s 2, and then finding by inspection and trial such value of d as will, with its corresponding value of s, satisfy the equation. In this way the values of d, as given in the last column of the table, have been found.

The question will be asked, Can anything be done at the present time to materially increase the flow of the conduit? The answer is, that if we were able to shut the water out for a while, a moderate expenditure might enable us to remove a few of the more serious obstructions. I submit, however, that this is a possibility only, and personally I have very little hope of affecting any material improvement until the time arrives when the present conduit can be shut off for several months.

It is proper to state in this connection, that the examinations which I have made further satisfy me that there is always a material element of danger in drawing the water from the wrought iron pipe and this should be taken into consideration in deciding the question of attempting expensive and long-continued repairs while we are in the predicament of depending absolutely upon the one conduit for our entire domestic water supply.

In explanation of this view I may also state that the results of the examination are such as to indicate that the difficulty with the conduit is mostly general rather than local, and is largely due without doubt to projection of lead within the pipe at the joints, as well as imperfect condition of the wrought iron spigot ends. These two, together with partial collapses of the wrought iron pipe and probably some floating obstructions must be taken as the chief sources of the difficulty, and it is an open question whether any reasonable amount of expenditure can remedy such difficulties as these. In designing an additional water supply, therefore, we are confronted with the further problem as to which is best, whether to include considerable expenditure for improving the present conduit, or to leave it as it is, assuming that it will always give its present discharge, and increase slightly the diameter of the new conduit over what has been thus far intended, thereby giving additional capacity sufficient to compensate for the reduced capacity of the old conduit as per present understanding?

Did the conduit ever discharge 9,283,000 gallons in twenty-four hours, under the normal condition of full reservoir and lake service at or near the 0.0 point? With the present understanding it must be considered somewhat doubtful whether any such discharge has ever taken place, though it may be properly argued, that, while it is certain that the wrought iron pipe has been in bad hydraulic condition since the very beginning, still, we are unable to say positively, that it was actually as bad in 1876 as it is found to be by the tests at the present time. It is to be regretted that scientific methods for determining the hydraulic condition of this pipe were not used in 1876, and especially to be regretted that such a system of frequent tests by measurement of height of piezometric column at several points on the conduit line was not inaugurated at the beginning and carried out during the intervening years from 1876 to the present time. Tubes could have been cheaply and conveniently erected in permanent form for this purpose on eleven miles of the line, while a few pressure gauges along the balance would have given the information for that part. The readings would have been taken by the line superintendents as part of their daily inspection without any additional expense, and the information so obtained in conjunction with a record of heights at Rush reservoir (which unfortunately has not been kept previous to 1888) would have been invaluable at the present time.

I recommend that the conduit line be fitted for such regular measurements at an early date.

Relative to Mr. Nichols's measurements, or rather measurements attributed to him in the annual report for 1876, it may be said (1) that I have not been able to find in the office records any written report by Mr. Nichols giving over his signature the formal statement of a measurement by him of such flow; and (2) I am further unable to find in the office any note book giving the details of any such measurement as made by Mr. Nichols.

It therefore follows that the absence of the written record, coupled with the accumulated evidence which we now possess as to the actual hydraulic condition of the conduit inevitably lead to the conclusion that there is grave doubt as to the flow of 9,283,000 gallons in twenty-four hours having ever actually taken place.

The structures (air valves, boxes, etc.), on the 36-inch pipe are in very bad condition and I suggest that the necessary renewals be made at once.

The gates at Rush reservoir and at Hemlock lake are out of order, and I recommend their repair at an early date.

There is some difficulty in tracing the line of the conduit at several places between Rush reservoir and Hemlock lake, and I would recommend that enough guide posts be set to remove this trouble in future. I also suggest that at the same time about thirty of the recently determined bench marks be made permanent by setting stone monuments and transferring the benches to the heads of copper bolts sunk into same.

The ascertaining that the Hemlock lake conduit has an actual daily delivery of only 6,700,000 gallons, instead of 9,283,000, as the previous measurements and computations in relation thereto had led us to suppose, immediately puts a new phase on the question of an additional water supply for this city and justifies the position that we are, while the present conditions continue, in considerable peril.

A survey [illegible] with [illegible] the actual existing defects of the present conduit leads to essentially new views on the question of new construction. For instance, it has been assumed by Messrs. Fteley and Fanning that for immediate purposes the new line may be terminated at Richmond Mills and by following the [illegible] more difficult work from Richmond Mills to Hemlock Lake.

This proposition was made on the supposition that the conduit between the points indicated, was not only in good hydraulic condition, but that there were for this part no known defects in construction. It appears, however, that neither position is justified by present information, and I therefore recommend that the new construction be direct from Rush reservoir to Hemlock lake by the low grade gravity line, substantially as located by me for the expert engineers, Messrs. Fteley and Fanning in February-March, 1889. This line can be built as cheaply as a new line following the location of the present conduit and present advantages in operation over any compound line that could be located. Our experience with the compound line must be taken on the whole as unsatisfactory. Such a line involves uncertain elements, as for instance the probability of at times a partial syphon action and a consequent uncertainty as to the actual delivery.

Between Hemlock lake and Hemlock Lake village, I believe that the proper construction is a brick conduit of sufficient capacity to discharge the amount of 25,000,000 to 28,000,000 gallons from the lake to that point, where the two iron pipe lines would connect with such a brick conduit.

I suggest the foregoing partly in view of the fact that the present wrought iron pipe through the quicksand must be considered somewhat unsafe. I further urge it because a brick conduit was the proper construction for that locality originally, and the reasons which made it a preferable construction then are of equal force now.

The question of additional reservoir service has been one of the points in controversy in the discussions relative to additional water supply, and in relation thereto I may say that Rush reservoir answers all the purposes of storage away from the city, but there are good reasons to be urged in favor of an additional distribution reservoir. The question, however, of such an additional distributing reservoir, is involved with the question of increase of capacity of main feeding lines in the city, together with the question of whether we shall continue to use the Holly sy[s]tem in the future. This is largely a financial question and thus far the studies necessary for its rational solution have not been made. It must, therefore, be considered for the present an open question.

The time required to make the necessary location surveys, including borings and soundings, prepare plans and specifications and put the work on the Hemlock lake line in shape for letting is about four months, and I estimate the cost of this preliminary work at $5,000. The exigencies of the situation justify your board, in my opinion, in undertaking this necessary work of preparation at once.

In this connection I briefly call your attention to the present condition of the reservoirs: Mt. Hope having at this date 14.5 feet of water and Rush 11.9 feet. The total gain at both reservoirs being since July 14th, 24,706,000 gallons, the amount in store on that date being only 40,741,000 gallons at both reservoirs. The gain in storage has been made during the warm weather and in face of the fact that before beginning the various restrictive measures we were drawing upon our storage at the rate of over 1,000,000 gallons per day, and had that rate of decrease been continued until the present time, we should now be practically destitute of storage and absolutely dependent upon a single conduit liable to require shutting off at any moment for several days.

I desire to express to the board my appreciation of the hearty support which has been rendered me by the repair department, under the efficient supervision of Captain O'Neill.

Messrs. Gray and Dodgson established the series of new bench marks herein referred to between Hemlock lake and Rush reservoir in a manner worthy of high praise.

Very respectfully,
GEORGE W. RAFTER,
Acting Chief Engineer.

NEW YORK, Aug. 15, 1890.

George W. Rafter, Esq., Acting Chief Engineer of Water Works, Rochester, N. Y.:

DEAR SIR—In accordance with your request that I express my opinion as to the report of the executive board of Rochester, which you have prepared on the subject of the present condition and future needs of the water supply, I beg to submit the following, after having discussed with you the various points involved, and the methods resorted to by yourself, during your investigation.

By using Rush reservoir as a receiving tank you have resorted to one of the most accurate methods of ascertaining the actual capacity of the conduit, a method which Mr. Fanning and myself recommended among others in 1889; but which, from the statement of the local authorities, could not then be used without seriously interfering with the city's supply.

The conduit, assuming "that the pipes are free from leakage and that the interiors are smooth (a condition of things which until the late developments of the question was admitted by the authorities,) has a capacity of 9,000,000 gallons per day. The result of your investigation, conducted, as far as I can judge from your explanation, judiciously and with care, with the corroborative evidence of four different experiments, can leave no doubt as to the actual capacity of the conduit, i. e., 6,700,000 gallons per day. The inevitable conclusion to be drawn from that fact is that the conduit is not in proper condition. Such a reduction in its capacity would be due either to local defective conditions, or to general defects; but your numerous observations of the actual hydraulic gradient made by methods well calculated to secure accuracy, and taken in connection with the actual discharge, show that the obstructions to the flow are distributed over the entire length of the pipe line.

We can only judge of the nature of the obstructions by the testimony of those who were connected with the work. It appears, however, that at places the obstructions may not be permanent, as if caused by bodies so placed as to shift their position in the interior of the pipes.

The general character of these defects and the risks attending the constant interruption of the pipe line, risks that you cannot consistently take with the only feeder of the water supply, make it imperative, in my opinion, to leave to some future time the repairs of the present line. It should not be extensive until such time as you have procured another conduit, and I agree with you that even then, an examination of the interior of the pipe may show that it would be more judicious and economical to leave it in its present condition.

As to the future supply, I remain of the opinion that the best way of bringing it to the city is "a gravity conduit from the source selected to the reservoirs." The idea of extending the lake to some point further north not being entertained, it is clear that the reported condition of the 36-inch pipe makes it necessary to extend the proposed new conduit to the lake, and I concur with you in the opinion that the upper part of the new conduit should be built of brick, of such a size as to allow for the maximum flow to be conveyed to the city, and as to furnish convenient access for inspection and repairs.

In finishing, I beg to refer you to the following conclusion of the report, presented by Mr. Fanning and myself, which I want to emphasize to-day in the light of the investigation that you have just concluded.

While opinions may honestly vary in regard to the various questions pertaining to the procurement of an additional supply, the fact remains, which none can deny and which those in charge of the city's interest should not lose sight of, that the city has now but one pipe conduit from the source of supply, thirty miles distant from the city, that this conduit is already inadequate for the anticipated drought of the coming summer and that an increased supply and a new conduit are imperatively needed.

To these inadequate means of supply your engineers beg to call your most earnest attention and they recommend an early selection of a source for an additional supply of water.

Yours truly, A. FTELEY.

EIGHTEEN OPTIONS GIVEN

Hemlock Property Owners Set a Price on Their Rights.

WILL COST THE CITY $100,000

If it is Decided to Build Another Conduit From Hemlock Lake—Some Good Work Performed by Messrs. Gorsline and McClintock.

The special joint committee of the Common Council and Chamber of Commerce to take into consideration the building of another conduit to supply the city with additional water, held a meeting in the city clerk's office last evening. Aldermen Kelly, Cleveland, Sullivan and McMillan, Engineer Rafter and City Attorney Ernst, and Clinton Rogers, James Gorsline and Secretary McClintock of the Chamber of Commerce were present. There have been several private sessions of this committee, which have been held with closed doors, for the reason that the aldermen thought that the public interests would best be subserved by not divulging what was being done until such time as a publication of the news would not prejudice all parties concerned. Last night the committee informed the reporters that William H. Gorsline and J. Y. McClintock, secretary of the Chamber of Commerce, had been appointed a sub-committee at the meeting of the committee last Monday night, to get options from property owners along Hemlock Lake outlet and Hemlock creek in the event of the city's deciding to build another conduit from Hemlock Lake in preference to using Lake Ontario as a source of supply. These gentlemen were appointed because the aldermen thought that they could succeed better than any city officials.

Messrs. Gorsline and McClintock got to work at once, going to Hemlock last Tuesday and remaining in that vicinity all the week. As a result of their labors they were able to report last night that they had obtained options from eighteen out of twenty-one property owners, and the three unsecured are small owners and can be got, it is thought, without any difficulty. The options were acquired in the name of J. Y. McClintock, "his heirs, executors, administrators or assigns, "and can be transferred to the city without trouble. A good many of the options embrace the purchase of the entire property of the respective owners, as well as the water rights, involving an expenditure of something like $185,000, but this amount the committee states, can be reduced to about $100,000 by reselling the lands.

This action of the committee was thought proper in order to find out the damages to water owners if the city decides to go to Hemlock lake for its additional supply. The committee will make a partial report concerning the work thus far accomplished in this direction, and also report upon other matters within its province at the next meeting of the Common Council, a week from to-night. The committee will continue its labors until able to make a full and detailed report and will meet again next Monday night in the city clerk's office.

Acting Chief Engineer Rafter, accompanied by Superintendent O'Neil, of the water works repair department, went out to the Gates well yesterday morning, and started another test of that well, which will be continued for the rest of the week. Mr. Rafter estimates that, at the present rate of pumping, the well will furnish nearly 1,000,000 gallons of water a day. There is a very slight indication of sulphuretted hydrogen in the water as has heretofore been observed, which is described as so imperceptible as not to interfere with its domestic use.

The condition of the reservoirs is such that it is barely possible that some of the restrictions on the use of water will be removed after September 1st.

THE WAY GROWING CLEAR.

Acting Chief Engineer Rafter's report to the Executive Board is an interesting and valuable document which will well repay reading. It embodies no new developments but in succinct language plainly describes the condition of the conduit to Hemlock lake and offers practical suggestions in regard to the work which must soon be undertaken. That the conduit at present is carrying little more than six millions of gallons of water, Mr. Rafter is positive, and his investigations have led him to the conclusion that its carrying capacity was not much greater in the beginning. Imperfect construction he assigns as the cause of the trouble, and while he thinks that possibly these defects might be in a measure repaired, it is evident that he doubts the wisdom of the expedient. He fears that greater disasters might follow, were the water to be shut off entirely, and this opinion, we believe, is shared by all the hydraulic engineers who are familiar with the circumstances.

Briefly told, Mr. Rafter thinks it is not practicable to improve the present conduit. He advocates another line, on the all-gravity plan at the earliest practicable moment and in this connection he advances an idea as new as it is good. Between Hemlock lake and Hemlock Lake village he suggests the construction of a brick conduit of sufficient capacity to discharge the amount of 25,000,000 to 28,000,000 gallons from the lake to that point. This would cover the quick sand region which has given so much trouble, and as Mr. Rafter says: "A brick conduit was the proper construction for that locality originally and the reasons which made it a preferable construction then are of equal force now."

Mr. Rafter's report an[swers] its purpose admirably, and now any [illegible] necessary for the beginning [illegible] preliminary work is the authority of the Common Council. That body is waiting for the legal opinions for which it contracted and presumably nothing will be done until the legal

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WATER RIGHTS.

MR. M'CLINTOCK'S TABLE OF VALUES.

Agreements Filed Yesterday—Awards Made in 1884 as Compared With the Option Prices—Interesting Memoranda.

The agreements with J. Y. McClintock by which the owners of water rights on Hemlock outlet and Honeoye creek certify their willingness to sell the same were recorded in the county clerk's office yesterday morning. These options are as follows: Hunt Brothers, $20,000; William Hamilton, $40,000; John Duff, $2,000; Susan L. S. Cook and Richard Cook, $8,000; H. E. Boardman, $35,000; Martin and Seymour Pierce, $3,500; H. L. S. Hall, $22,000; John Wegman, $1,000; York Brothers, $3,500. The duration of the option in the Hunt, Hall and Wegman agreements is fixed at 150 days each. The other options continue for 300 days each. There are more yet to be recorded as soon as the papers are prepared. Messrs. Hunt, Townsend and Hall will not give options longer than January next, as they are determined to go to Albany to prevent the city from securing an enabling act at the hands of the legislature unless an agreement is first reached. They will probably delay the building of the conduit in every possible way unless the city makes a settlement with them before that time.

Secretary McClintock has prepared a table showing at a glance how the price of each option compares with the award made by the commissioners in 1884, when the Honeoye millers were suing the city. These awards were made on the basis of a supply of 9,000,000 gallons a day. Some of the mills have decreased in value, but others have been improved. The table also gives the estimated value of the properties in 1884 and other valuable information. It follows:

	Estimated value 1884.....	Award paid 1884.....	Option price....	Salable value without water rights...	Estimated net price of water rights....
Susan L. S. Cook and husband..	$10,000	$2,450	$8,000	$6,000	$2,000
Hunt Bros.....	25,000	8,500	20,000	10,000	10,000
H. E. Boardman...	35,000	17,500	35,000	20,000	15,000
Pierce Bros.......	15,000	4,000	3,500	....	2,500
William Hamilton.	45,000	21,000	40,000	20,000	20,000
Yorks Bros.	12,000	8,000	3,500	....	3,500
John Ideson, paper mill..........	14,000	4,500	4,200	....	4,200
John Ideson, grist mill	2,500	1,000	800	....	800
Eunice A. Lloyd..	1,000	100	500	100	400
Edwin E. Bond....	15,000	3,500	10,000	5,000	5,000
Amos Lotee.......	12,000	3,835	4,000	....	4,000
William P. Davis..	2,000	750	1,250	....	1,250
Ira P. Babb.......	3,200	....	3,200	1,200	2,000
A. W. Townsend..	12,000	3,000	9,000	4,000	5,000
A. W. Townsend, Ruland property	8,000	500	2,000	500	1,500
Myron Burton.....	8,000	3,600	4,000	1,000	3,000
H. L. S. Hall.......	14,000	4,300	22,000	13,000	9,000
John Duff.........	3,500	1,200	2,000	....	2,000
Adriana C. Smith..	14,000	3,750	*3,000	....	2,000
—— Trimmer......	10,000	2,000	*2,000	....	2,000
—— Stillman.. ...	5,000	1,000	*1,000	....	1,000
C. H. Fairchild....	15,000	5,000	15,000	5,000	10,000
	$276,200	$95,485	$192,950	$85,800	$108,150

*Estimated.

The following extracts are taken from Mr. McClintock's memoranda, showing the present condition of several of the properties and other information about the same:

Susan L. S. Cook and husband—This is in good condition. Includes a custom grist mill, two houses in good repair and 12 acres of land. It is rented to John Wegman for $500 per year for one year with right to extend two years, unless sold, and right to buy at any time during lease for $5,500 for mill and one house, or $8,000 for whole property.

H. L. S. Hall—This property has been greatly improved since the suit against the city. New machinery has been put in and it is doing a good business. It never has to shut down for lack of water. This is due to its having a large pond which holds enough water, it is claimed, to run the mill 36 hours. It is on the main road and is well located for custom work. The Geneva and Buffalo railroad is being built about 600 feet south of the mill and has agreed to put a side track to the mill. The building of this railroad adds to the value of the property probably $4,000 to $5,000.

John Duff—This is the property upon which Hiram Sibley started in business. It is not now used. The building is very old.

Hunt Bros.—This is a good property for the woolen business. It is in fine condition. It was burned and has been completely renewed since the suit against the city. The property includes the mill and dwelling, office, barn, sheds and about ten acres of land. W. R. Hunt has been and is the mouthpiece of the millers' association and has shown himself to be a good fighter. He limits the time to 150 days because he prefers to fight any enabling act as he has done before until the city makes some terms with them. If the city takes the whole property I believe they would pay $10,000 for it sooner than lose it. He says he will agree offhand to offer $6,000 for it without the water.

H. E. Boardman—This is one of the best properties on the stream. About four years ago he bought it for $12,000. It was then in a very dilapidated and rundown condition. He has completely renewed the machinery, and put in engine and boiler, spending as he says, including his own time and that of his partner in the work $18,000. He put in a new wheel and commenced custom grinding. This shows an increase from $700 three years ago to about $2,000 the past year. Last year he milled 19,400 barrels and ground 93,400 bushels. I judge that the property if sold by the city without the water right would bring $20,000. The property makes a good show and to a jury or commission can be displayed to advantage.

William Hamilton—About everything I have said of Boardman's will apply to this mill—Mr. Hamilton considers it is worth about $5,000 more because it has a greater fall and is nearer the center of the village and also nearer the railroad, although it has not so much land and the building and machinery are not in quite as good shape as Boardman's and there is no stone for custom grinding. Edwin E. Bond—He gives a price of $10,000 for the whole property and was willing to make it $6,000 on the water alone, but I thought it preferable to take the whole because I do not think there would be any difficulty in selling for $5,000.

Ira P. Babb—This property was never settled for in the original suits and surely ought to be taken. It used to be an important power. He has two privileges with 14 feet fall, a dwelling and shop and about twenty-five acres of land. His farm contains a great deposit of very fine clay and also gravel, and any railroad up the Honeoye or Hemlock valleys must go through it and I have no doubt the land alone will within a few years be worth more than the price asked.

A. W. Townsend—There is a good saw mill and cooper shop and good house, and a gas well which heats the whole in good shape. His wife says she considers the gas well worth at least $2,000 and that it cost them $1,500.

Myron Burton—This includes a grist mill, barn and dwelling and a few acres of land, and would sell for $1,000 probably without the water rights.

C. H. Fairchild—He offers to take back the property without the water right for $5,000.

In considering this whole question of how much the city ought to pay to the millers, there are two considerations which should be kept in mind. The first is that payment of the amount that would replace the property at some other place would not make them whole, because they and their families are living in their own houses among their business and social friends. The second point is that going to law costs us money as is shown by the experience of the city in these very cases. While the amount of the awards made for taking 9,000,000 gallons per day was under $95,000, yet the city paid including costs and expenses fully $130,000, and including the expense to the millers the total cost was about $150,000. The assessed valuation of these properties should form no criterion as to their value. One property which is assessed at $3,700 gives a good living to three brothers with their families and they have laid up money.

The Bankruptcy Bill.

Secretary McClintock of the chamber of commerce yesterday received the following letter from Patrick Farrelly of New York, chairman of the general committee of commercial organizations, to promote the passage of the Torrey bankruptcy bill:

DEAR SIR: The Torrey bankrupt law having passed the house of representatives and gone to the senate, it is important that the latter body take it up as soon as possible and pass it at the present session.

The active and interested labors of Senators Evarts and Hiscock will go far towards securing the early passage of the bill, and it has been suggested that all organizations in this state at once address them, urging them to use every legitimate means to secure its passage before the recess.

It has also been suggested that all organizations, in addition to the formal action indicated, shall have as many of their members as possible write both the senators personal letters making like request. This latter is necessary because the claim is wrongly made that, while the commercial bodies are favorable to the bill, the mass of the business men of the country are indifferent or opposed to it.

Requesting your early and earnest co-operation for the measure, Yours truly,
PATRICK FARRELLY, Chairman.

D&C Aug. 20th '90.

THE MILLERS' OPTIONS

What They Will Sell Their Water Rights for.

THE CITY MUST BUY THE LAND

They are Prepared to Oppose an Enabling Act by the Legislature—Interesting Information About the Property From Secretary McClintock.

Secretary McClintock, of the Chamber of Commerce, has prepared a list of the options, which he and William H. Gorsline, of the sub-committee, appointed by the joint committee on the city's future water supply, obtained last week from the owners of property in the Hemlock and Honeoye region. All of these options, except those of Hunt Bros., H. L. S. Hall and Susan L. S. Cook, which are for 150 days each, are for 300 days for the reason that it was thought best to allow sufficient time for the city to issue bonds to raise money to pay for them.

"The millers," said Mr. McClintock, "are determined to do all they can to prevent the city from obtaining an enabling act from the Legislature for another conduit. Their experience has been that by strong and united effort they can obtain better results by preventing legislation at Albany than by going to law.

"In examining this whole question of how much the city ought to pay to the millers, there are two considerations which should be kept in mind. The first is that payment of the amount that would replace the property at some other place would not make them whole, because they and their families are living in their own homes among their business and social friends. The second point is that going to law costs us money, as is shown by the experience of the city in these very cases while the amount of the award made for taking 9,000,000 gallons per day was $95,000, yet the city paid, including costs and expenses, fully $130,000, and including the expense to the millers the total cost was about $150,000.

"The second assessed valuation of these properties should form no criterion as to their value. One property which is assessed at $3,700 gives a good living to three brothers with their families, and they have laid up money."

The appended table gives the estimated price paid property owners in 1884, the awards paid at that time by the city for the use of 9,000,000 gallons of water per day, and the options secured by Mr. McClintock, etc.:

STATEMENT.

NAMES OF OWNERS.	Est. value 1884.	Award Paid.	Option Price.	Value Without Water.	Price of Water Right.
Susan L. S. Cook and husband	$10,000	$2,450	$8,000	$6,000	$2,000
Hunt Brothers	25,000	8,500	20,000	10,000	10,000
H. E. Boardman	35,000	17,500	35,000	20,000	15,000
Pierce Brothers	15,000	4,000	3,500	....	3,500
William Hamilton	45,000	21,000	40,000	20,000	20,000
Yorks Brothers	12,000	3,000	3,500	....	3,500
John Ideson	14,000	4,500	4,200	....	4,200
John Ideson, grist mill	2,500	1,000	800	....	800
Eunice A. Lloyd	1,000	100	500	100	400
Edwin E. Bond	15,000	3,500	10,000	5,000	5,000
Amos Lotee	12,000	3,835	4,000	....	4,000
William P. Davis	2,000	750	1,250	....	1,250
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Stillman	5,000	1,000	*1,000	....	1,000
C. H. Fairchild	15,000	5,000	15,000	5,000	10,000
	$276,200	$96,485	$193,950	$85,800	$108,150

*Estimated.

Concerning the above mentioned list Mr. McClintock gives the following interesting and additional information about some of the lands on which options were secured:

Susan L. S. Cook's property is in good condition and includes a custom grist mill, two houses in good repair and twelve acres of land. It is rented to John Wegman for $500 per year for one year with a right of renewal for two years unless sold, and right to buy at any time during lease for $5,500 for mill and one house, or $8,000 for whole property.

H. L. S. Hall—This property has been greatly improved since the suit against the city. New machinery has been put in and it is doing a good business. It never has to shut down for lack of water. This is due to its having a large pond which holds enough water, it is claimed, to run the mill thirty-six hours. It is on the main road and is well located for custom work. The Geneva & Buffalo railroad is being built about six hundred feet south of the mill and has agreed to put a side track to the mill. The building of this railroad adds to the value of the property probably from $4,000 to $5,000.

John Duff—This is the property upon which Hiram Sibley started in business. It is not now used. The building is very old.

Hunt Bros.—This is a beautiful property for the woolen business. It is in fine condition. It was burned and has been completely renewed since the suit against the city. The property includes the mill and dwelling, office, barn, sheds and about ten acres of land. W. R. Hunt has been and is the mouthpiece of the Millers' Association, and has shown himself to be a good fighter. He limits the time to 150 days because he proposes to fight any enabling act as he has done before until the city makes some terms with them. If the city takes the whole property I believe they would pay $10,000 for it sooner than lose it.

Ira P. Babb—This property was never settled for in the original suits and surely ought to be taken. He has two privileges with fourteen feet fall, a dwelling and shop and about twenty-five acres of land. His farm contains a great deposit of very fine clay and also gravel, and any railroad up the Honeoye or Hemlock valley must go through it. There is no doubt the land alone will, within a few years, be worth more than the price asked.

Edwin E. Bond—He gives a price of $10,000 for the whole property and was willing to make it $6,000 on the water alone, but Mr. McClintock thought it preferable to take the whole because he did not think there would be any difficulty in selling it for $5,000.

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Myron Barton—This property includes a grist mill, barn and dwelling and a few acres of land and would sell for $1,000, probably, without the water rights.

C. H. Fairchild—He offers to take back the property without the water right for $5,000.

Those options which were made upon property in Monroe county were filed in the county clerk's office yesterday morning. Those papers which certify that owners of water rights in Livingston and Ontario counties are willing to transfer such rights to J. Y. McClintock have been forwarded to the county clerks of those respective counties.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D & C aug 21st '90.

NEW COURT STREET BRIDGE.

Meeting of the Abutting Property Owners and Other Interested Parties.

A meeting of the taxpayers interested in the construction of a new bridge over the Genesee river at Court street was held in the Mayor's office last evening. Among those present were Aldermen Kelly, Fee and Shelter; A. S. Mann, Dr. Joseph A. Biegler, J. Alexander Hayden, J. A. Baum, of the Stein Manufacturing Company; J. T. Alling, Thomas W. Allen, Leonhard Mandery, Hugh Devitt, Alexander McLean and others. Stephen Remington was named as chairman of the meeting, but being called away, Thomas W. Allen, of the Hayden Furniture Company, was called upon to fill the position of chairman.

City Surveyor Oscar H. Peacock presented plans and specifications for an iron bridge which, for strength and durability, he said, would not necessitate for a hundred years the use of any such signs as those now displayed upon the present bridge about driving faster than a walk, etc. The proposed bridge will permit of buildings being erected on each side of the bridge, as in the case of the Main street bridge. Concerning the question as to what part of the community should pay for the bridge Dr. Biegler said:

"There can be no doubt that the city should build the bridge. The Court street bridge is the most important bridge, except that on East Main street, in the city. The Court street bridge is a city bridge and not a bridge of a particular locality, as the amount of general traffic will readily show, and I believe it should come under the usual custom of building bridges, and the cost fall upon the whole city rather than upon the abutting property owners."

Mr. Alling thought that with the growth of the street car system and the consequent increased traffic over Main street that the Court street bridge was and will be the natural outlet for a large amount of business directly benefitting the whole city and that, consequently, the whole city should pay for the improvement.

J. Alexander Hayden stated that he had recently had conversation with a large number of taxpayers and they all agreed that a new bridge was wanted, whether the cost was made a local or a general tax.

Mr. Mandery thought that the entire city should be made [illegible] for a new bridge and that a stone [illegible] should be built to the Erie canal, and from there to South St. Paul street an iron causeway should be constructed if deemed necessary.

Mr. Peacock at this point stated that the main objection to an iron bridge generally is the vibration, but in the bridge proposed there was practically no vibration and it was destined to last a century.

Alderman Kelly stated that it was his belief and the belief of his constituents that the property immediately benefitted should pay the largest share of the cost of the construction of a new bridge.

"The owners of the river bed," he said, "ought to pay a large amount of the assessment. The property in the river-bed to-day is worth comparatively nothing, but if this bridge is built, it is impossible to say how much the same property will increase in value. I don't think that it will be possible to obtain the requisite number of votes in the Common Council to secure the passage of any resolution favoring placing the cost upon the general tax levy. There is no way of getting around the argument that the river bed will be largely benefitted and I believe those property owners should pay a larger amount than the taxpayers of the Fifteenth or other outlying wards."

Alderman Shelter stated that he was satisfied that the people of his ward were not in favor of a general tax. "I have heard," said the representative of the Eighth ward, "that the people in the vicinity of the bridge are in favor of paying $60,000 toward the total cost of $180,000 for a new bridge, but whether this is true or not I do not know. I believe that the property in the vicinity, and especially that on the river bed, will be greatly benefitted and should pay a greater share than the people of the outlying wards."

Alderman Kelly stated that he could produce men who would be willing to pay $80,000 toward the expense of building a new bridge, provided the river bed was deeded over to them.

Alderman Fee, in contradiction of the argument that the river bed was of any great value, stated that William S. Kimball had said a few days ago that he would much prefer the light afforded his present building than any advantages that might accrue by erecting other structures on the river bed across the Genesee.

After a deal of argument, in favor of and against the motion, a resolution to the effect that it was the sense of the meeting that the plans as submitted by City Surveyor Peacock for a new bridge be approved of and that the ordinance as now before the Common Council, in favor of the expense of a new bridge being taken from the city treasury, be approved of, was adopted.

Upon motion of J. Alexander Hayden a resolution was adopted that a committee of three be appointed for the purpose of seeing abutting property owners and ascertaining the price for which the river-bed rights could be secured, and also to see such parties as have stated their willingness to pay $80,000 toward the erection of the bridge if given title to the river bed. Messrs. J. Alexander Hayden, J. T. Allen and I. A. Baum were appointed upon the committee and the meeting then adjourned.

A BIG LAND PURCHASE.

H. Sellers McKee Buys the Vanderbeck Property on Lake Avenue.

Last week William B. Burke, of Warren, O., a confidential agent of H. Sellers McKee, of the Rochester Street Railway Company, purchased 104 acres of land on Lake avenue running back one mile to the Charlotte branch of the New York Central railroad, the property of Mrs. Hannah P. Vanderbeck, for $80,000. Tuesday a deed was filed with the county clerk transferring the tract from Mr. Burke to Mr. McKee, for the consideration of $1.

The property in question fronts about 500 feet on Lake avenue north of the Nazareth convent and Burke tract, and two years ago could have been purchased for $50,000. An option upon the tract was secured some months ago by a syndicate of Rochester people, which had the land surveyed and was going to cut up the land in building lots and sell them under the corporate title of the North Park Land Association. The option having expired the property was sold to Mr. Burke at the price named.

It is not clearly known what Mr. McKee intends doing with the property. It was rumored that a factory of some kind was to be established upon the property, but this is discountenanced, and it is thought that either some great enterprise will be brought to the city, or that Mr. McKee will divide the property into resident lots, thereby reaping the benefits of the electric road which will pass the tract.

Union & Ad aug. 22d '90.

Mr. McClintock's would be chronicled in this journal somewhat as follows:

YELLOWSTONE OUTDONE.

New evidence of the vigilant enterprise of the Park Commissioners appears at the South Park. The farm buildings and other artificial disfigurements of that reservation being removed, the Commissioners have stocked it with big game, which are certain to delight our local sportsmen. A herd of Buffalo bulls, procured at great expense from the west, were on their way to the park yesterday afternoon, and a UNION reporter who met them was greatly impressed with their spirited appearance. The Secretary of the Chamber of Commerce, always to the fore where Rochester's welfare is concerned, was observed supervising their transfer to the park. There will be hunting in the park twice a week (Wednesdays and Saturdays) during the rest of the season. Take the Erie!

Will the embarrassments that beset the highly organized, co-operative life of cities (so obvious just now) tend at all to increase the attractions of an agricultural employment, where a citizen can be hired man, master-workman, walking delegate, employer, arbitrator, Pinkerton detective, scab, militia man and boss, severally, collectively, and all at once, himself? They ought to.

A HAZARDOUS ADVENTURE.

Our neighbor, the Morning Herald, prints to-day an affecting communication from J. Y. McClintock, Esq., the enterprising secretary of the Chamber of Commerce, wherein that gentleman puts on record a harrowing tale of hazard and escape. Mr. McClintock narrates how on Wednesday afternoon, "accompanied by a friend from the country," he went to the new South Park, "and from there walked east on the road leading to the Mt. Hope Cemetery." What next happened, let him relate in his own words:

The road was occupied by a drove of nine vicious looking bulls, grazing. The sides and flanks of several of them were marked and scarred in such manner as to show that they had been fighting. One man was watching the animals. As we passed him we showed some anxiety as to whether we could get by them without getting hooked and he urged us to go right along and they would not trouble us. My friend asked him where they came from. He said they came from Buffalo within a few days, and that they were to put into bologna sausages. My friend explained that they are bought at two cents per pound where ordinary cattle cost four cents. He further said that he had had considerable experience with these animals and in fact has one now in his herd, given to him by Governor Tilden, which had within a few weeks hooked a man, and he was unwilling to trust himself by them, especially when the man who had attended them had only known them for two days. So we lay down on the ground and rolled under the barbed wire fence and tramped through the ploughed ground until we got by them, and then came back into the road. Judging by the assurance with which the man in charge urged us to go right along among the animals I believed he would have sent along women and children in the same way.

Men are differently affected by escapes from great peril. When Stanley found that he was likely to win out of the African forests alive, it stirred a deep, religious thankfulness in his breast, and he gave God the praise with reverent submission. Not so McClintock. So far from showing any appreciation of his fortunate escape, he rails virulently at the risks to which he was exposed. It is extraordinary selfish and careless, he goes on to say, to use this road as a bull pasture, and he demands that if the practice continues notices shall be put up at convenient distances from the bulls giving warning of their propinquity.

This is a lamentable spirit for Mr. McClintock to exhibit. The practice of leaving [illegible] country roads is not one that the UNION intends to defend. It is doubtless as improper as Mr. McClintock suggests. But it is absurd for a man [illegible] hazardous adventure [illegible] risks that are naturally incident to it. Mr. McClintock must know that bad as the practice is, cattle do graze on the country roads. He must know, too, that the South Park is far, far away out in the country, beyond policemen, electric lights, street cars or other means of protection. He must know a man who deliberately starts for this wild, remote and unfrequented region, does it at his own risk, and if he chooses to go without proper means of personal defence he must blame himself alone if awkward conditions ensue. A gentleman occupying the official position which is honored by Mr. McClintock might reasonably be expected to hide the infirmities of our park commissioners, but Mr. McClintock seems almost to have exaggerated them. How does he suppose the rates of life insurance in Rochester will be affected by such tales as he has told? What will intending residents of this prosperous city say when they read over the signature of the Secretary of our Chamber of Commerce that citizens have to scale barbed-wire fences to avoid being tossed by Buffalo bulls in our streets? Does Mr. McClintock want to make a prairie of this flourishing town?

That is not the way the UNION talks about Rochester. Such an experience as

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NOT A BULL PASTURE.

Complaint About the Nuisance on Elmwood Avenue.

The following communication from Secretary McClintock of the chamber of commerce is self-explanatory:

To the Editor of the Morning Herald:

DEAR SIR: I wish to call attention to an experience which is of interest to all who wish to see Rochester remain an enjoyable place to live in. This afternoon, accompanied by a friend from the country, I went to the new south park, and from there we walked east on the road leading by Mount Hope cemetery. The road was occupied by a drove of nine vicious looking bulls, grazing. The sides and flanks of several of them were marked and scarred in such manner as to show that they had been fighting. One man was watching the animals. As we passed him we showed some anxiety as to whether we could get by them without getting hooked and he urged us to go right along and they would not trouble us. My friend asked him where they came from. He said they came from Buffalo within a few days, and that they were to be put into bologna sausages. My friend explained that they are bought at two cents per pound where ordinary cattle cost four cents. He further said that he had had considerable experience with these animals and in fact has one now in his herd, given to him by Governor Tilden, which had within a few weeks hooked a man, and he was unwilling to trust himself by them, especially when the man who had attended them had only known them for two days. So we lay down on the ground and rolled under the barbed wire fence and tramped through ploughed ground until we got by them, and then came back into the road. Judging by the assurance with which the man in charge urged us to go right along among the animals I believe he would have sent along women and children in the same way.

It was a most extraordinarily selfish and careless act to use this thoroughfare for such a purpose. The amount of grass which they ate would probably be worth ten cents—and it is certainly exasperating to have a man try to save that ten cents, at the risk of human lives. If this road is really to be used as a bull pasture, notice should be posted at each end and parties wishing to visit the beautiful south park can go by the other road or across lots.

J. Y. MCCLINTOCK.

Rochester, Aug. 20, 1890.

REFORMED ROADS.

MEN WHO PROPOSE TO OBTAIN THEM.

It is Thought That One or Two Improved Highways Through Agricultural Districts Will Arouse Popular Interest.

The proposition to generally improve the country roads seems to meet with little favor among those who would be most benefited and who must therefore be most depended upon to do the work—viz., the country people. Yet the agitation which is being so generally carried on all over the United States seems likely to bear fruit. The comparatively few men who see the necessity for action, and are willing to do their share toward bringing good roads about, will not, you may be sure, labor in vain.

Their efforts will probably result in the building in New York state, in Pennsylvania, in Ohio, in Indiana, in Illinois, in southern Michigan, in Minnesota, in Massachusetts and in California of one or two great thoroughfares which will be under the control of the state in most instances, under control of private corporations in other cases.

The agitators are mostly working on an ingenious theory. They figure that if they can compass the construction of one or two good broken stone thoroughfares through the rural districts the inhabitants, by driving upon them, will be made to appreciate their advantages and the result will be a revolution of popular feeling in favor of good country roads. Said one of the enthusiasts who lives near Utica, N. Y.: "I spend on an average nearly twenty-four hours a week in working for reform in the country roads of this state. Why, do you know that within twenty-five miles of the beautiful city of Utica there are public roads over which it is dangerous to drive an ordinary lightly constructed buggy? And they are not byways in sparsely inhabited districts either. They are the main thoroughfares in one of the most prosperous and richest agricultural regions in the world. And yet for the biggest part of the year these roads are in a frightful condition. A rain will make them almost impassable from mud; in dry seasons the wagons have to be dragged through six inches of yielding sand and the dust is enough to suffocate a person.

"Aren't they repaired occasionally? Yes, of course they are, and therein lies the greatest aggravation. It's an actual fact that the roads are not made better by the so called repairs, but are really made worse. Load after load of gravel is dragged into their center by the farmers who are 'working out their taxes' and dumped there. And there it stays—an ugly heap of little stones and soil, which is seldom leveled by anything but traffic. It not only makes the roads uncomfortable to ride over, but it makes them absolutely dangerous. Anybody, no matter how good a driver he may be, is apt to be overturned by it and perhaps have his neck broken on some dark night. No one will drive on it until increased traffic at the sides has rendered them impassable. I have known one of these long, irregular mountains of gravel to lay on a much traveled road, occupying the center of the thoroughfare and practically unmarked by wheels, for two months. And the number of loads of hay, etc., which I have known to have been upset by such attempts at repairing I couldn't count on my fingers and toes.

"The root of the opposition to road improvement in the rural districts, according to my theory, lies right here. The farmer sees that if the country roads were to be macadamized or telforded he would have to pay his road taxes in money instead of 'working them out.' I don't know how many states have adopted this pernicious plan of working out road taxes, but I presume it is general. I believe that it has done the farmers more real damage in this state than all the storms that ever were known here put together. The thing that the farmer won't believe is that if the roads in his county were good his farm would be enough more profitable so that he could afford to pay his road taxes in money a dozen times over if necessary. And yet it's as plain as the nose on his face that if the roads were good his horses could pull more over them, and that if each horse could pull more he wouldn't have to keep so many horses, and if he had fewer horses he would need fewer men to care for them. Why, there would be a saving in a thousand ways, setting aside the fact that life would be more bearable in the country if communication between different parts were made easy.

"And then again suppose he wants to sell his farm some time? Do you suppose that a sensible man will pay as much for a farm that is separated from the city and the markets by five miles of mud and misery as he would if those five miles were smoothly paved with broken stone or even traversed by good dirt roads? Well, I guess not! Take the case of New Jersey, for instance. There are many miles of Telford roads in that state and what do the farmers say of it? Why, they say that it has increased the profits of their farms by 25 per cent., and they say that it has increased the cash value of their farms by 85 per cent., and they say that it has made life on a farm pleasant instead of irksome.

"I propose to keep hammering away on the subject until something breaks. May be it will be my pocketbook and may be it will be the wall of intolerance and nonsense which so many otherwise sensible men have built around themselves. I hope and believe that it will be the latter."

There are a good many men like the man quoted, and their words and acts will leave their impression. Isaac B. Potter, a prominent New Yorker, one of the officers of the New York State Roads Improvement association, and an official of the League of American Wheelmen, is preparing a book on roads improvement. He will have it published and copyrighted, and give the League of American Wheelmen the privilege of distributing as many copies as they choose free. Afterward it will be placed on sale. In it he will deal with the subject in a commonsense way, avoiding technicalities and making everything plain. As Mr. Potter is a sensible man and a good writer his book will be interesting and to the point.

AUGUST 23, 1890.

THE MT. HOPE FOUNTAIN

Interesting Interview With Chief Engineer Rafter.

THE PRESSURE IS ALL RIGHT

Should the Holly System be Abandoned? —A Table in the Handwriting of L. L. Nichols Discovered in the Water Archives.

Acting Chief Engineer Rafter, accompanied by a DEMOCRAT AND CHRONICLE reporter, visited Mt. Hope reservoir last evening and inspected the fountain, which, it was claimed in an article in an afternoon paper yesterday, does not now throw nearly as high a stream as it used to, even when a full head of water is on. After rowing out to the fountain the party discovered that there were nine two-inch and twelve one-inch nozzles in place. These were all capped, with the exception of the central two-inch jet, which, upon putting on the pressure, threw a jet of water about seventy feet in the air. The wind was blowing sharply at the time and the jet broke into spray that was carried entirely over the south reservoir bank. While the two-inch nozzle was playing the pressure-gauge in the gate-house showed over forty five pounds pressure.

"On a still day," said Mr. Rafter in answer to the reporter's inquiries, "there is no reason to doubt that the two-inch jet would ascend to a considerably higher altitude."

Mr. Rafter has made arrangements to have a three inch nozzle placed on the fountain to-day, and will turn on the pressure for a short time to-morrow forenoon.

In answer to a number of questions put by the reporter to find out if there were any possible facts in the afternoon sheet's remarkable yarn Mr. Rafter said:

"What I told the reporter was, substantially, that so far as I knew, there were no precise determinations of the height of the jet at the fountain with a given nozzle, and that so-called practical observation, in the absence of accurate measurement, was of no special value. 'Probably the observations of an attentive man,' I said, 'who had been at the reservoir for several years would be as valuable as anything I could say in the absence of such precise measurements as an engineer would make. The height to which the water will rise from the fountain will depend upon the size and number of nozzles in use, and I have no information as to the nozzles used in former years. Possibly the gate-keeper can tell you about that.'

"In addition to what I then said," continued Mr. Rafter, "I may state that the water surface at Rush reservoir is 117 feet above the water surface at Mt. Hope, when both reservoirs are at normal height, and the mouth of the orifice of the main central nozzle is about seven feet above the normal water surface at Mt. Hope, or 110 feet below the normal water surface at Rush. If Rush is at less than the normal height, the jet will be decreased and this decrease will amount to considerable when Rush reservoir is nearly empty. The height to which a jet will rise from a nozzle under a given head depends to some extent upon the size of the nozzle. For a given head the jet will rise to a less height as the diameter of the nozzle is increased. This statement must be qualified, however, by the consideration that the height of the jet will be modified by the intensity of air currents. Thus, in a strong or even moderately strong wind the jet will break into spray sooner than in still air and consequently under such conditions reach less altitute.

"Now in regard the fountain jets at Mt. Hope reservoir, I may say further that there are twenty-one nozzels to the fountain, all of which as you have seen, are in use. As the use of water has gradually increased from year to year these nozzles have either been increased in size or number to allow the necessarily increased amount of water to pass through. Statements as to height of jet made by any person whatever, without full knowledge of this fact, are of no special significance.

"The fountain at Mt. Hope 'tells no tale' at present except that there is no leak between Mt. Hope and Rush, and that the conduit is nearly absolutely tight. This is determined by observing the pressure gauge attached to the conduit in the gate house. When the conduit is shut down so that no water is passing into the Mt. Hope reservoir, the pressure gauge indicates the proper number of pounds pressure due to the elevation of Rush reservoir."

"How about the alleged loss of pressure said to be complained of by the firemen?" asked the reporter.

"The two main feeders leading from Mt. Hope reservoir to the city are too small, and the consequence is that the pressure is largely consumed in producing velocity, from which it results that there is only a moderate amount of effective pressure left in the main part of the city. This fact has been referred to in the reports of Mr. Tubbs and Messrs. Fanning and Fteley, and we are, therefore, compelled to face the inevitable fact that our additional construction must include the laying of much larger main feeders from Mt. Hope reservoir to the city than those now in use. This difficulty is already so serious that frequently during the day the application of the Rush pressure to the city distribution gives an increase of pressure in the central portions of the city of only five pounds. As to the remedy it may be said that there are several things to be taken into consideration. The annual cost of pumping the Holly system is now something like $12,000 a year, and the property included in the lot occupied by the pumping station, on Brown's race, together with the water rights on that race and on the Carroll and Fitzhugh race, and the machinery now in the station, could probably be sold for from $60,000 to $100,000. The abandonment of the Holly system, and the consequent elimination of the annual expense of operating the same, would stand the city in a fund of between $400,000 and $500,000. I believe it can be shown, when the necessary preliminary studies are made, that it would be good financial policy for the city to abandon the Holley system, and lay the necessary large feeders not only from Mt. Hope reservoir to and through the city distribution, but to further so increase the size of the conduit between Mt. Hope and Rush reservoirs as to give, when necessary for fire purposes, a pressure of 90 pounds per square inch now obtained by mechanical means in the business part of the town by the Holly system. In making this statement it is desired to call attention to what has been very evident for some time; namely that if much further extension of the Holly mains is made they also will require to be considerably increased in size. Not only this, but the machinery at the Holly pumping station will soon require expensive renewal. The laying of such main feeders and additional sized conduit as I have outlined to you not only does away with the necessity for such elaborate extension of the Holly system but will, if the new main feeders are judiciously located, give the city the benefit of a pressure equal to that obtained in the central district from the Holly system in every part, even in the suburbs. The gain to the rapidly developing manufacturing interests of the city by such an extension of an effective fire protection will be incalculable. All this can probably be realized for less annual expense than we now incur for the maintenance and operation of the Holly system.

"As to the discharge of the conduit between Mt. Hope and Rush reservoirs, which you ask about, allow me to say that I began on June 15th to keep a daily record in my pocket memorandum book of the heights of both reservoirs, as taken by the gate keepers in the morning and evening. This record I have studied from day to day as made, and I deduce the practical fact that on several occasions when the conduit between Mt. Hope and Rush was discharging such an amount as kept Mt. Hope at a uniform elevation from day to day, the decrease in the elevation of Rush reservoir was such an amount as to indicate that the quantity passing from Rush to Mt. Hope was about a million gallons per day of twenty-four hours more than the quantity flowing into Rush at the same time, thus indicating within practical limits the [illegible] of capacity of the conduit between [illegible] Mt. Hope over that between Rush and Hemlock lake. I assume, therefore, that the capacity of the conduit between Mt. Hope and Rush reservoir does not exceed 8,000,000 gallons per day, careful measurements which I have made having established the fact that the present capacity of the conduit from Hemlock lake to Rush reservoir is only 6,700,000 gallons per day.

"As to the calculated capacity of the conduit between Mt. Hope and Rush reservoirs in the past let me show you something. I have here a table in the handwriting of L. L. Nichols, the engineer, which table is a computation of the flow through the conduit from Rush to Mt. Hope, by which Mr. Nichols makes the full capacity of that part of the conduit 7,174,000 gallons in 24 hours. I may call your attention to the tables published at page 16 of the annual report of the water commissioners for 1876, on which page in the report of Chief Engineer Tubbs there appear two similar computations, from the second of which it appears that the discharge of this portion of the conduit is substantially the same as given in the original manuscript table of Mr. Nichols. This table, I assume, was therefore Mr. Nichols's real judgment as to the actual capacity of the conduit between Rush and Mt. Hope. The fact that it is substantially the same table as appears in the annual report as detailed in the foregoing seems to be, with our present understanding, conclusive on this point. This table I have found among the papers in the water works office."

The levels of the reservoirs yesterday were: Mt. Hope, 7 A. M., 14 feet 6 inches; 7 P. M., 14 feet; Rush, 7 A. M., 12 feet 64-100; 7 P. M., 12 feet 74-100.

A NEW ENTERPRISE.

Extensive Book Bindery to be Established on Mill Street.

The efforts of the Chamber of Commerce to bring new enterprises to this city have proved more than usually successful this year. The latest aquisition to the city's industrial enterprises is an immense book bindery to be established by Hamilton, Kingsley & Cory, at No. 193 Mill street. Messrs. Kingsley & Cory have for some time conducted a business of this nature in the city and the work they performed was of such a character that it soon drew in so many orders that it was evident the firm could not fill the place opened for it by the public's necessities without more extensive facilities in the way of capital and improved machinery. Hamilton, Kingsley & Cory, will occupy all three floors of the large building which it has leased for a term of years and the work of putting in an immense plant of the most improved machinery is already in progress. Work which Rochester firms have been obliged to send out of town as far as New York, Philadelphia and Chicago will hereafter be done right here and done in the most approved fashion. This firm will be the only one between Albany and Chicago with facilities for binding law books. The factory will have a capacity for turning out 500 law books a day and do its other work as well. Local law firms can save expense of transportation and encourage local enterprise by [illegible]

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THEY SAY NO

Federation Chiefs Will Not Strike.

THE GREAT COUNCIL

Refuses to Order a General Tie-Up.

REPORT IN FULL

Reasons Assigned for the Decision.

THE BOARD AT ALBANY

Meeting of the Council of the Knights.

THEY WILL FIGHT ALONE

Text of the Report Adopted by the Federation Chiefs at Terre Haute—They Sympathize, But Will Not Strike—The Situation Generally.

TERRE HAUTE, Aug. 25.—The Supreme Council of the United Order of Railway Employes, which has been considering the New York Central strike to-night issued a statement as follows:

[Special Dispatch to DEMOCRAT AND CHRONICLE.

HEADQUARTERS OF THE SUPREME COUNCIL OF THE UNITED ORDERS OF RAILWAY EMPLOYES.
TERRE HAUTE, Ind., Aug. 25, 1890.

To all Laboring Organizations, Men and Brothers:

"On the night of August 7th a strike began on the New York Central & Hudson River railway involving about 8,000 men in the employ of said road who were members of a great labor organization known as the Knights of Labor. The reasons set forth by T. V. Powderly, chief executive of the order, may be summarized as follows: The peremptory discharge of between fifty and sixty men, employes of the road and members of the Knights of Labor, because they were Knights of Labor without giving them any reason whatever for their discharge. Prior to the strike the men involved sought through the representatives of the order to have their grievances adjusted, but their appeals being disregarded the strike was inaugurated. At this juncture T. V. Powderly, General Masterworkman of the Knights of Labor, entered upon the task of adjusting the difficulty, and of making such arrangements as would result in an honorable peace between the employes and the officials of the road. Mr. Powderly sought to have the men discharged heard in their own defense in the presence of Mr. Webb and himself.

"This fair and honorable proposition was refused. Mr. Powderly proposed arbitration which was also refused. There were other propositions made by Mr. Powderly, having for their object the honorable settlement of the existing trouble all of which were refused on the part of Mr. Webb. The members of the Supreme Council while in Buffalo and the city of New York had ample opportunities to thoroughly inform themselves upon all matters concerning the strike. They saw and heard both sides. They appreciated the gravity of the situation and comprehending impending consequences to labor organizations, deemed it advisable to convene the Supreme Council for deliberation and such conclusions as facts should warrant.

"In response to the order of F. P. Sargent, president of the Supreme Council that body was convened in the city of Terre Haute, Ind., on Saturday and remained in session until noon on Monday. In making their report to the council the members who went to New York to confer with Mr. Powderly found all the statements made by him fully corroborated by the facts. In an interview with Mr. Webb he refused to entertain any propositions looking to a settlement of the difficulty. He would not arbitrate any questions nor make any explanations or concessions whatever with regard to the discharged employes. He claimed the right to discharge employes at will without making explanation or giving to the victims of his power any reasons for his despotic action. He would manage his road to suit himself without reference to any rights claimed by labor organizations to interfere in the matter to protect their members.

The council having heard the statement of its members who had visited New York for the purpose of ascertaining the true condition of affairs exhaustively discussed every important proposition and arrived at the conclusion as follows:

"The Council having heard the statement of its members who had visited New York for the purpose of ascertaining the true condition of affairs exhaustively discussed every important proposition and arrived at conclusions as follows:

First. That the action of the Knights of Labor as set forth by T. V. Powderly, General Master Workman, and the General Executive Board of the Knights of Labor meets without unqualified dapproval.

Second. That the course pursued by H. Walter Webb towards Mr. Powderly and the Knights of Labor, notwithstanding his declarations to the contrary, evinces a purpose to disrupt and destroy labor organizations on the New York Central & Hudson railroad, as was done by Austin Corbin on the Philadelphia & Reading.

Third. That the policy of H. Walter Webb is despotic to an extent that outrages every principle of American citizenship and if generally adopted would, if successful reduce American workingmen to the degraded condition of serfs.

Fourth. That H. Walter Webb's employment of Pinkerton thieves, thugs and murderers, vile wretches from the slums and brothels of New York and other cities, to kill workingmen, because they dared to protest against his rule, and strike for their rights, is a crime of such enormity as will associate the name of H. Walter Webb, forever, with those, who dressed in a little brief authority, have used their money to secure power to degrade their fellowmen.

Fifth. That the efforts now being put forth by H. Walter Webb to destroy the Knights of Labor would, were circumstances changed, in like manner be made to destroy the organizations of engineers, firemen, conductors, trainmen and switchmen, and if successful it is only a question of time when a similar effort will be made to seal the fate of other labor organizations.

Sixth. That H. Walter Webb, by the course he has pursued towards the Knights of Labor, and the representatives of labor organizations, has shown a total disregard of those principles of citizen sovereignty, desired by every American worthy of name, and considering only to secure for workingmen, the victims of autocratic power, a hearing, and to perform such other kindly offices as were proper under the circumstances ... sympathy ... Knights of Labor to bring the strike to a close upon principles of right and justice. In this, the council met with failure, owing to the autocratic attitude of H. Walter Webb. It now becomes necessary for the Supreme Council to say, that owing to the fact that the order of the Knights of Labor is not a member of the federated orders of railway employes, the laws of the Supreme Council do not permit more than it has done to aid the Knights of Labor and its inability to participate otherwise in the strike is now known and appreciated by Mr. Powderly."

"Referring to the laws of the Supreme Council relating to strikes, the matter is concisely presented, as follows: In the first place if the members of either of the organizations on any railroad have a grievance it is submitted to the proper officer of the road by the local grievance committee. In the event of failure to obtain satisfaction the chief executive officer of the order having the grievance is called upon and in connection with the committee seeks to amicably adjust the matter."

The statement then quotes the law of the supreme council relating to strikes, and places upon record the Supreme Council's "High appreciation of the manliness of the Knights of Labor employed in the New York Central in struggling to maintain a principle sacred to every workingman on the continent and to all who love justice and hope for triumph of right over wrong as flagrant as ever stained the pages of history."

The statement concludes with expressing hearty approval of the action of Messrs. Sargent, Howard, Wilkinson and Sweeney in responding to the request of Mr. Powderly to confer with him and the general executive board of the Knights of Labor in the matter of the strike. The statement was unanimously adopted. It is signed by Frank P. Sargent, president, W. A. Sheehan, secretary.

The Albany Mass Meeting.

ALBANY, Aug. 25.—The monster mass meeting held in the rink to-night drew a larger crowd to that place than ever before entered the building at one time. No one could get in the hall after the meeting was called to order. At 8:30 o'clock at least 4,000 men were present. T. V. Powderly entered the hall amid enthusiastic, prolonged applause. District Master Workman Lee called the meeting to order introducing Master Workman Dulin of the Local Assembly. The latter then introduced A. W. Wright, a member of the General Executive Board.

Mr. Wright spoke emphatically and to the point. He referred to the lawful and orderly manner in which the strike was carried on, and the broad and vital principles for the perpetuation of which it was found necessary to order this strike. He announced the endorsement of the Central strike by the Federation at Terre Haute, reading a telegram from Chief Sargent to that effect. He said this strike had not been inaugurated without due deliberation. He denounced Chief Arthur and his organization, unless the latter repudiated the position now taken by their chief in this strike. He said the position taken by the Central road would, if successful, not only destroy the Knights' organization, but was the beginning of a system of attacks on organized labor all over the United States. There will be but one issue to this strike. The Central railroad will shortly fall before the power of public opinion. He asserted that it would be but a few months after the strike was settled, in case the Central should win, when the engineers on that road would be confronted with a reduction in their wages, which they would like to resent but could not do so successfully without the assistance of the Knights of Labor.

Mr. Maguire then addressed the audience. He referred satirically to the relation of Mr. Depew with the present situation. He said it would not take long to win the fight even without support from other labor organizations, but to do so the men should act like men and stand shoulder to shoulder in the battle. Of course he did not expect the strike would be successful until the Vanderbilts found their dividends decreasing, in which direction they are daily trending, and not until the stockholders set up a cry for Chauncey M. Depew to return from his vain pleasures abroad and his hobnobbing with royalty to look after the road's interest, when the questions in controversy should be submitted to arbitration, as they eventually would be. He went over the ... another one that it was not a Knight of Labor who stole it. Who stole it? Look for this lease to-morrow. See if public opinion will exalt the ... New York Central Company ... and can afford to spend two million dollars in this strike. The freight losses already amount to $1,000,000, and the damage to engines and cars caused by the incompetent men the company have employed will bring up the losses to $2,000,000. He said he still courted an investigation which the Central's officials refused. He asserted that the president of the Brotherhood of Engineers would have to show his hand on the side of labor some day. It should be known whether he can find no platform to stand upon but the one upon which the railroad officials stand. It has been said by some of them that they are paying us back for the Reading troubles. In that strike it was Brotherhood men who struck, and their places were filled by Brotherhood engineers, thereby causing a failure of the strike. Afterwards Austin Corbin is quoted as saying that it was with the help of Mr. Arthur's organization that he was enabled to rout the Knights."

At the conclusion of his remarks, Mr. Powderly offered the following resolution, which was adopted by a storm of unanimous approval:

Resolved, That it is the sense of this meeting that the introduction of an armed force in the state of New York, in a time of peace, is an outrage against the law of our state, is in violation of every laws of humanity, and should be forever stopped at the next session of the Legislature of New York state.

After the mass meeting Mr. Powderly and his associates repaired again to the Stanwix Hall where a meeting of the General Executive Board was held ... a division of labor for Messrs. Hayes, Holland, Wright and Devlin in caring for the future of the strike.

Mr. Powderly will leave in the morning for New York, where he will address another big meeting in the evening in Union Square. Mr. Hayes will accompany him. Mr. Wright starts for the West, and will stop on succeeding days at Schenectady, East Syracuse, Rochester and Buffalo, addressing meetings in each place in the evening. Mr. Devlin goes to Buffalo direct and after arriving will be guided by the situation as he finds it as to whether he will stay there through the week. Wright gets in Buffalo Friday and the two will address a big meeting there that evening. Holland goes direct to Washington to look after legislation affecting labor interests. Other speakers will report to-day in New York and be sent out to different points along the line.

An Afternoon Conference.

ALBANY, Aug. 25.—At the afternoon conference of the general executive board and District Assembly 246, twenty of the men who were discharged were admitted and closely questioned by Mr. Powderly relative to the causes which they thought led to their dismissal. Close questioning on the part of Mr. Powderly failed to disclose except in a single instance that any of the causes set forth by the officials of the Central road could have been the grounds for the discharge of the men. On the contrary it is claimed many facts were brought out which tended to show that these wholesale discharges were the results of a pre-concerted plan to drop all the prominent leaders in the circle of the Knights.

Among those discharged were some who admitted that when they were dropped, reasons not included in Mr. Webb's statement were given, but entirely different ones. Several of the men said they were charged with insubordination at the time of their dismissal, and added that the only act of theirs which the officials of the road could construe as one of insubordination was where they had served on committees which had awaited upon the officials of the road and presented grievances at different times. Other men when they asked for the reasons of their discharge were met with the answer that they "were working against the interests of the company." One man who had been given this answer said he had been threatened with dismissal on two separate occasions for being a Knight, the last time being in February. Another discharged man said he was asked to go on piece work which would reduce his salary one-third. He refused. Shortly after he said he was discharged.

Mr. Powderly said it had been charged that the Knights of Labor was a "foreign organization" and that this strike was the result of their machinations. He asked all the delegates present who were born under the American flag to stand up. Sixty-seven delegates arose and when those born abroad were asked to rise ten men responded. The men were asked what sort of persons were filling their places on the Central road so far as they knew personally. The general tenor of their remarks was that their places were ...

... ing was captured. It may be stated that when the general manager ... he had been captured by a ... good graces.

"Well, now, what do you want ... began in a good natured way, ... you want me to talk about?"

"The strike, of course," ... reporter.

"You have been here ... Toucey. How do you ... of things in Buffalo?"

"We are all right ... what is being done ..."

"Do you think the ... tie-up?"

"They cannot ... they have," replied ... the direct question.

"Do you mean to ... your whole system ... more harm than has ..."

"I say they couldn't ... than they have. Of ... Mr. Powderly and the ... anxious that the public ... How do you suppose it ... public if we could not ... manner we thought ... suffer then? We think ... in this matter and are ... it. It is a just question ... have a right to discharge ... or not. If we ... the road how long ... be able to serve the ..."

"Then you do ... the views of the ... this subject?" ...

"No, sir; no ... think we are in ... fident of the result ... opinion sustain ..."

"Have you ... work here?"

"Yes, we ha... Our work is going ..."

"Do you expect ... Terre Haute?"

"I can't say ... Toucey, "and ... that. I talked ... left New York ... pressed me very ... cool-headed ... would consent to ..."

Mr. Toucey ... he and Mr. Bur...

The K...

ALBANY, Aug ... tive board ... trict Assembly ... afternoon.

Previous to ... retary Hayes ... this morning ... called the dele... explained that ... colleagues in ... First, they w... formation up... they wanted t... of the dischar... been able to ... know the exa... point, how m... if any had go... on strike were ... and what is ... service of the ... discharged m... and ten of t... to show that ... was because ... The investig... ten men and ... connection w... was no know... subordination ... charges were ... The cases of t... are not deleg... not be admitt... investigated ...

In reply to ... derly thought that ... for going out on strike ...

"Yes, since my ... the different causes ... several men. I am ... they were discharged ... their being Knights, and ... tion of Mr. Webb to attempt ... organization by such methods ... convinced of that."

Vice-President Webb ...

NEW YORK, Aug. 25.— ... Webb when told to-night ... Council of the United ... Employes had declared ... said:

"That was the only ... The entire trouble was ... and had nothing to do with ... Whether the Knights of ... further steps, will make ... end. There are only a few ... employ of the New York ...

It is learned that ... the Knights will be ... that case the Interstate ... mission will probably ... tigate the matter with ... against Powderly ...

MONEY TO LOAN
On City Property Only.
In sums of $10,000 and upwards, at 4 1-2 per cent., for from 5 to 10 years, as desired.
MERTON E. LEWIS.

TO WEAK MEN

Western New York & Pennsylvania R.

GRAVES & SON
ELEVATORS

Sudden Death.

Cigar Makers at Boston.

... WATER WELL.

Indications of a Diminution of Supply—Condition of the Reservoirs.

The test of the Gates well was discontinued yesterday. As a result of the week's observation of the flow and capacity of the well, it is found that the water, instead of rising a foot or two above the top of the casing, as was the case a week ago and when all previous tests were applied, now stands six feet below the top of the casing. This fact would seem to indicate that the supply is diminishing and that it is quite possible that the source is not inexhaustible.

The levels in the reservoirs yesterday read: Mt. Hope, 7 A. M., 15 feet, 7 inches; 7 P. M., 13 feet, 3 inches; Rush, 7 A. M., 12 feet, 99-100 inches; 7 P. M., 13 feet, 75-100 inches. The drop of two feet and four inches in the Mt. Hope reservoir is attributed to the test made during the day by Acting Chief Engineer Rafter for the purpose of determining the maximum use of water on Mondays.

Mr. Rafter's weekly report to the Executive Board on the condition of the reservoirs was submitted yesterday. It showed a gain during the past week of 1,945,636 gallons at Mt. Hope, and 4,564,288 gallons at Rush, making a total gain for the week of 6,509,924 gallons.

The following resolution by Mr. Aldridge, was adopted:

Resolved, That the chief engineer of the Water Works Department be directed to have made the various improvements on the conduit line and repairs of gates at Rush reservoir and Hemlock lake, as recommended in his report on condition of the conduit, etc., presented to this board on date, August 18, 1890.

... ders any reward.

Rochester Railway Company.

The annual report of the Rochester street railway company for the year ended June 30th shows: Gross earnings from operation, $547,565.09; operating expenses, $387,481.87; net earnings from operation, $160,080.22; gross income, $162,926.11; taxes, $15,724.89; net income, $77,501.22; dividend declared July 16th, $10,000. Assets—Cost of road and equipment, $6,429,185.29; sundry stocks, $13,100; Rochester electric railway securities, $157,800; cash on hand, $62,307.18; due from Solicitors loan and trust company, Philadelphia, $324,73.532; total, $6,987,124. Liabilities—Capital stock, $4,000,000; funded debt, $2,875,000; drivers' guarantees, $5,110; sundries, $5,900; profit and loss, surplus, $101,113.85; total, $6,987,124.

Roch Herald
Aug 26/90

... ters of the deceased live in this city. The father, Anthony Cook, is employed in Buffalo.

The Committee Returns.

Aldermen Kelly, Cleveland, McMillan and Sullivan of the special common council committee on additional water supply returned yesterday from their trip to Hemlock and Canadice lakes. The first named returned in the morning, but his colleagues did not reach the city until evening. The committee inspected every piece of property on the outlets of Canadice and Hemlock lakes, giving special attention to those upon which Secretary McClintock had secured options. One of the aldermen said that he and the other members of the committee were satisfied that some of the property owners had set a fair price upon their lands while others were exorbitant in their demands. The committee was accompanied by George W. Rafter, Secretary J. Y. McClintock, City Attorney Charles B. Ernst and William H. Gorsline. The entire journey was made by carriage. William R. Hunt representing the Hemlock lake millers joined the party at Honeoye Falls and accompanied the committee during the greater part of the inspection. The aldermen state that they were very courteously received by the property owners.

Pleasant Wedding.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., AUGUST 28, 1890.

APPREHENSION JUSTIFIED.

A day or two ago the UNION expressed the fear that a complaint made by Mr. J. Y. McClintock in a letter to the Morning Herald would convey a false impression to the outside world of existing conditions of life in Rochester. Mr. McClintock described how as he was returning with a friend from an expedition to South Park he met a squad of vagrant bulls on one of the back roads and thought it wiser to yield them possession of the highway. The UNION feared that ... residents of Rochester, who do not know where the South Park is, would infer ... Mr. McClintock's complaint that wild animals ran at large in the streets of the city, or at least on roads in its immediate vicinity. And so it has happened. By way of soothing the sting caused by certain remarks alleged to have been made by Rochester newspapers about certain Buffalo cow barns, the Buffalo Commercial quotes at length from the letter communicated by Mr. McClintock to the Herald, and observes:

It will be seen that Rochester has not yet learned to suppress the rural practice of pasturing cattle in the public streets. The spectacle of a park boulevard occupied by nine refuse bulls from Buffalo stock-yards is one that could only be encountered in a city which is after all but a partially developed Four Corners aggregation.

Of course it is a gigantic stretch of courtesy to speak of the cross-road where Mr. McClintock met the bulls as a "park boulevard," but how can anyone hope to make a non-resident comprehend the remoteness of the South Park and the wild and unfrequented nature of the country that stretches between that reservation and the city? The mischief, such as it is, is done.

THE LAWYERS DISAGREE.

The opinions of Messrs. Danforth and Cogswell on the question of the power of the Common Council under recent amendment of the charter to issue bonds for an addition to the city's water works rendered necessary by a deficiency in supply, were laid before the joint committee of the Council and Chamber of Commerce last night and found to disagree. The point of difference, as we gather from a hasty reading of the opinions, is one of judgment upon fact rather than upon law. It is whether the plan proposed for an additional supply of water is to be considered an enlargement of the present works or entirely new works. Upon this point of fact the lawyers disagree and diverge toward their opposite conclusions.

Where two such eminent lawyers as Judge Danforth and Mr. Cogswell disagree, it is not for any mere layman to decide. It cannot be doubted that Judge Danforth is as fully alive to the necessity of an additional water supply for Rochester as any other citizen, and there is a bare possibility that by consultation he and Mr. Cogswell might concur in an application of the law to some kind of plan that would attain the object in view. Both are alike interested as citizens in what is not merely a dry question of law but a wet question of water supply also.

Union & Ad.
Common Council

... meeting held ... Adopted.

By Ald. Schroth—Resolved, That the Lamp Committee be, and are hereby requested to place one arc electric light on Wadsworth street. Referred to the Lamp Committee.

Ald. Kelly, from the Select Committee on Additional Water Supply, presented the legal opinions of George F. Danforth and Wm. F. Cogswell relating to additional water supply. Ordered received and filed.

By Ald. Kelly—

ROCHESTER, N. Y., Aug. 26, 1890.

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN: Your Special Committee on Additional Water Supply, appointed at the meeting of July 29th, respectfully presents the following partial report:

We have held several sessions at which the various engineering, legal and financial questions involved, have been very thoroughly discussed, and we herewith submit the legal opinions of the two eminent counsellors whose services were engaged as per resolution of your Honorable Body.

At our several sessions we have consulted not only with the permanent committee on additional water supply of the Chamber of Commerce, but also with the City Attorney and acting chief engineer of the water works, and without going into particulars, we may say that our disposition is to recommend Hemlock and Canadice lakes as the source of the additional supply, provided a favorable settlement can be made with the owners of water rights on the Hemlock outlet and Honeoye creek.

Relative to these water rights we may say, that at our second session a sub-committee, consisting of Messrs. Gorsline and McClintock of the Chamber of Commerce, was appointed to secure options on these water rights and the results of their labors are given in tabulated form in the following:

	Estimated value 18[illegible]6	Award paid, 1884	Option price	Salable value without water rights	Estimated net price of water rights
Susan L. S. Cook and husband	$ 10,000	$ 2,450	$ 6,000	$ 6,000	$ 3,000
Hunt Bros.	25,000	5,200	20,000	10,000	10,000
H. K. Board- ...					
Pierce Bros.	15,000	4,000	3,000	...	[illegible]
Wm. Hamilton	45,000	21,000	40,000	20,000	20,000
Yorks Bros.	12,000	3,000	3,500	...	3,300
John Ideson, paper mill	14,000	4,500	4,200	....	4,200
John Ideson, grist mill	2,800	1,000	800	....	800
Eunice A. Lloyd	1,000	100	600	100	400
Edwin E. Bond	15,000	3,500	10,000	5,000	3,000
Amos Lotee	12,000	3,855	4,000	....	4,000
W. P. Davis	2,000	750	1,250	....	1,250
Ira P. Babb	3,200	....	3,200	1,200	2,000
A. W. Townsend	12,000	8,000	9,000	4,000	5,000
A. W. Townsend, Ruland property	3,000	600	2,000	500	1,500
Myron Hurtee	8,000	3,600	4,000	1,000	3,000
B. L. S. Hall	14,000	4,300	22,000	13,000	9,000
John Duff	3,500	1,200	*2,000	....	2,000
Adriana C. Smith	14,000	3,750	*3,000	....	3,000
— Trimmer	10,000	3,000	*2,000	....	2,000
— Sullivan	5,000	1,000	1,000	.	1,000
C. H. Fairchild	15,000	5,000	15,000	5,000	10,000
	$276,200	$95,465	$193,950	$85,800	$106,150

*Estimated.

Before making its final recommendation the committee deem it desirable to visit the Honeoye valley, and make thorough examination of these properties, and respectfully request from your honorable body the authority to make such a visit, the examination of properties contemplated in connection therewith to be with special reference to the most favorable settlement for the water rights that can be made in favor of the city.

The committee requests further time.

Respectfully submitted.

J. MILLER KELLY,
WM. H. SULLIVAN,
T. MCMILLAN,
S. D. W. CLEVELAND,
Committee.

Ordered received, filed and published.

By Ald. Kelly—Resolved, That your special committee on additional water supply be, and it hereby is, authorized to visit Honeoye valley for the purpose of making a thorough examination of the properties upon which J. Y. McClintock, Esq., has secured options, to the end of ascertaining and reporting the most favorable settlement for water rights that can be made in favor of the city. Adopted.

By Ald. Kelly—Resolved, That the Edison Illuminating Company be directed to erect two incandescent electric lights on High Park, when noti...

D & C Aug 28th '90.

The Special Water Committee.

Aldermen Kelly, Cleveland, McMillan, and Sullivan, William H. Gorsline, and Secretary McClintock, of the Chamber of Commerce, Member of the Executive Board W. W. Barnard, Acting Chief Engineer Rafter and City Attorney Ernst, left Rochester at 6 o'clock yesterday morning in carriages, on a tour of inspection of the land and water rights secured for the city on options by Secretary McClintock. The party arrived at Rush reservoir at 8 o'clock and after breakfasting drove on to Honeoye Falls where they dined at the Wilcox House at 3:30 o'clock. From this point the party were driven to Hemlock lake, inspecting various property on the way, and arriving at the gatehouse about 7 o'clock last night. To-day will be occupied in examining the water rights along Hemlock outlet, and the party is expected home to-morrow.

The Post-Express.
ROCHESTER, SATURDAY, AUGUST 30
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DANIEL T. HUNT, Secretary.
12, 14 and 16 Mill street, Rochester, N. Y.

The POST-EXPRESS is the only evening paper delivering its 4 o'clock edition to ALL city subscribers. Sixteen pages every Saturday.

Subscribers failing to receive the POST-EXPRESS promptly and regularly, will confer a favor by reporting the fact at the business office.

Readers of the POST-EXPRESS going out of the city can have the daily edition mailed to them at 42 cents a month, or $1.25 for three months. The address of the paper can be changed as often as desired.

IN THE MATTER OF CHIEF ENGINEER.

Mr. Tubbs, a republican, was chief engineer of the water works for many years, though the majority of the executive board was at various times democratic. The precedent is a good one and partisan politics should not now be made a test of qualification for the position. The fact that a man is a democrat should not be considered in favor of a candidate nor should it be held to weigh against him.

Apart from the question of politics, we want to see Emil Kuichling made chief engineer of the water works, simply because he is one of the best engineers in the United States and because he is a man upon whose integrity the whole community could lean with confidence. With him in that position there would be at least one immovable point of absolute honesty and conscientious devotion to duty in the city government; and the knowledge of that fact would tend to strengthen faithful officials in every department, and reform our whole municipal administration.

In general professional ability Mr. Kuichling has no peer here; and in special knowledge of the water works and the various conditions affecting the water supply, no man can be compared to him. But it is not, we repeat, his general skill or his command of special details, that the people of this city need so much as his character—his untiring zeal in work, his pride in professional achievement, his loyalty to the community, his freedom from temptation ...

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

through avarice or political ambition.

We have no desire to criticise Mr. Rafter; but he is not chief engineer and in urging his claims to that position his advocates lay great stress on certain achievements, the value of which is greatly overrated.

One of these is that he has proved that the present conduit line is delivering less than 7,000,000 gallons daily, instead of 9,000,000 gallons. To do this, nothing more was required than the simple process of measuring the flow into Rush reservoir according to formulas already prepared. Mr. Rafter was employed as an engineer on the water works, and if he did not know of the deficiency in flow, which we suspected long ago, it is not greatly to his credit as a privileged observer; and if he knew of the deficiency and kept quiet about it, he is not to be praised for the professional or the public spirit of his inaction. It might be said that he kept silent out of loyalty to his chief; but his course showed that he had no such feeling. He attacked his chief the moment public opinion set decidedly against him; and he attacked him by giving away the case to his chief's opponents in such a way as to take the least risk himself and afford Mr. Tubbs the least chance of defense.

Another of Mr. Rafter's achievements is that he has managed to save water for storage in the reservoirs. The idea on which he worked was suggested by another person, but he deserves credit for carrying it out. The amount of credit however, should not be exaggerated. It was simply a process of economy. The water stored was saved because the people were ready to deny themselves to that extent.

Mr. Rafter, since he has been acting as chief engineer, has been busy and zealous; but it is not easy to estimate the value of what he has done. He has given us results, not processes; and in matters of this sort the results are of little use unless we are sure of the processes. The most serious criticism we have to make on his spirit is that he has been too eager to throw discredit on his own profession—on Messrs. Tubbs, Nichols, Fanning, Fteley, and every one ever connected with the water works, and indirectly on himself. The most serious criticism we have to make on his conclusions is that they are inconsistent with each other. As a practical engineer, testing the water works conduit, he declares that the upper line of it is obstructed and collapsed to such an extent as to lose about 80 feet out of about 146 feet head. Yet it carries nearly 7,000,000 gallons of water daily. The lower line he describes as perfect, yet it carries but a trifle over 7,000,000. As a theoretical engineer he asserts that the capacity of the line is only about 7,000,000 gallons daily and that it never carried more. Now the upper and the lower parts of the line were built to correspond; and their capacity was calculated, using the old fashioned co-efficient, at about 7,000,000; but, according to actual measurement the conduit actually did deliver more than 9,000,000 gallons at one time, and calculating its capacity by the co-efficient now approved by the best authorities, it should deliver that amount when in good order. It is clear, therefore, if Mr. Rafter be right as to the capacity of the pipe he must be wrong as to his opinion of the condition of the pipe. If the upper part of the line be so impaired as he says, then the lower part of the line cannot be in perfect condition and is not delivering to its normal capacity. And if the lower part of the line be perfect and be delivering its normal flow, then the upper part cannot be seriously impaired. In the nature of things there is something wrong between such theories and such results. And it may be doubted whether they are worth all they cost. The money spent will foot up to a large sum; how large we cannot say as the clerk of the executive board can give no definite information on the subject.

We have no animosity to Mr. Rafter in this matter and have refrained from going outside of the points raised by the other papers in his favor—not even going beyond them to discuss whether the ability he has displayed within the narrow sphere of operating the works is any guaranty of the kind of ability required for constructing a new line if it should be determined upon.

Nothing will move us from becoming reticence and courteous consideration for every one concerned, so long as there is no secret or unfair attempt to discredit Mr. Kuichling. We may as well say frankly that anything of that kind will bring not only refutation, but swift retribution.

As we close this article a communication comes to hand which puts one significant fact very strongly: "The readiness of the general public to forget is indeed stupendous, and yet it is hardly supposable that the general Rochester public already forgets the practical perfection of the Rochester water works in Emil Kuchling's hands, from the day its opening exhibition astonished western New York until the day Emil Kuichling, quitting the executive board, resigned its control; or how rapidly from that day it has been going to the dogs, checked or hastened by frauds and quackeries and expedients and nostrums of inside and outside experts and manipulators—so that no taxpayer knows whether his water supply is shortened by blunders or jobbery. It is chiefly to get rid of this pestilant source of uneasiness that all who know Emil Kuichling desire his appointment as chief engineer. It is for his moral as well as for his professional reliability that he should be appointed. He is master of every detail of the Rochester water works; he helped to design and to make them; and, so [illegible] them effective; and in his hands they should be replaced."

Though the writer forgets the official responsibility of others and may over-estimate the [illegible] Kuichling, he [illegible] made as to the tendency which such a man exerts for good. There was no question as to the failure of our water supply or the condition of the line until after his retirement from the executive board.

Trade With Africa.

Secretary McClintock of the Chamber of Commerce received the following clear letter from Salt Pond, Africa, this morning:

SALT POND, 7 July, 1890.

J. Y. McClintock, esq., Rochester, N. Y.:

GENTLEMAN—I am now regret that since my last I have never recieved any from you a letter or either directer, as with which handed to me is strickly satisfactory. I was on a waiting wether I should recieve instruction of you about my second reply. Wither should be enable me to compliance with your request; you did'nt. Hardly through this I am on expectation to recieve your further reply with Some Samples of your manifacterers which will suitable for our market native. before terms. With uniting to the terms I hope the General Merchant or Secretary Buck & Sanger will give a good prove of me or a well known of place of Africa where Salt Pond is. After that I can asure you that I am the best Merchant in the west coast of africa Who can a best suitable produce in this place. The following Samples are requested to admit in my present requirements as follow No 1 Singlet Short & long sleaves 2 ink & paper 3 common felt hats 4 Basins 5 Sliver chains 6 Traps for rabbits 7 Silk furnished hks comon 8 white pocket Hks 9 foliscap papers & envelopes.—The mentioned Samples I should desire You send them in time that is to say during the month of September in order to catch native Market Buyers Awaiting to receive them accompany with some unmentioned in this; beg to conclude with my best regards to you

Your obedient servant
A. P. S. BINO

THE EAST SIDE tax payers have resolved to call in outside experts to test the plans of the proposed east side sewer. When it was proposed to bring in outside experts to examine the water supply question we said that such experts, after the hasty examination that they could afford to give, would know less than our Rochester engineers. The event proved the correctness of that statement. We repeat it in regard to the proposition to call in outside experts on the sewer problem.

D&C Aug 30th/90

MR. BLAINE AT WATERVILLE

The Secretary Tells Some Very Wholesome Truths.

THE ANNEXATION OF TRADE

He is Not Solicitous About Increasing the Area of the Country, But He Believes in Fostering Profitable Trade —A Model Speech.

WATERVILLE, Me., Aug. 29.—Secretary Blaine made a speech at a Republican mass meeting here to-night. He said he was glad to speak in Waterville, since it was there he was first nominated for Congress, [illegible] remembered the gratification with [illegible] he learned the nomination was unanimous.

Referring to state affairs, he said the affairs of no other state in the Union had been more justly, wisely [illegible] economically administered. The election on the 8th of next month involved in great part the political issues now under discussion in the national field. The decision of Maine would have due influence upon the other states, and that decision would be pronounced in the majorities given to the party's candidates in the four congressional districts.

In regard to national questions he said:

"I wish to declare the opinion that the United States has reached a point where one of its highest duties is to enlarge the area of its foreign trade. Under the beneficent policy of protection we have developed a volume of manufactures which, in many departments, overruns the demands of the home market. In the field of agriculture, with the immense propulsion given in it by agricultural implements, we can do far more than produce breadstuffs and provisions for our own people; nor would it be ambitious destiny for so great a country as ours to manufacture only what we can consume or to produce only what we can eat. We are already, in many fabrics, and in many products, far beyond that, and our great demand is expansion. I mean expansion of trade with countries where we can find profitable exchanges. We are not seeking annexation of territory. Certainly we do not desire it unless it should come by the volition of a people who might ask the priceless boon of a place under the flag of the Union. I feel sure that for a long time to come the people of the United States will be wisely content with our present area and not launch upon any scheme of annexation. At the same time I think we should be unwisely content if we did not seek to engage in what the Younger Pitt so well termed 'annexation of trade.'

"For nearly thirty years now the United States has had the great advantage of a protective tariff, by far the longest unbroken period that its industrial policy has been in force since the federal government was organized. Happily the great majority of our people, without a strict regard to party lines, believe that the results to the American people from the protective policy has been incalculably beneficent, aggregating in a quarter of a century of national and individual wealth beyond anything ever dreamed of before in the history of the world. Without protection the United States would have been [illegible] indeed after the ravages of the war of 1861 to 1865. With protection every section has flourished and prospered, grown and gained. Everywhere revenue duties [illegible] results. The heavy duty on silk was levied primarily not for protection, but simply to secure a large revenue from one of the luxuries of the rich; but as a consequence of the duty the silk industry has increased so rapidly that it constitutes one of the leading fabrics of New Jersey, one of the largest manufacturing states of the Union. I could readily advance other illustrations to the same effect. But I am here to speak of the expansion of our foreign trade—not by any novel process, not by any mode that will shock or disturb home industries; not by any mode that will invite our people to rash experiments, or that will launch us in doubtful and dangerous investments. What I mean to speak of is a system of reciprocity not in conflict with a protective tariff but supplementary thereto, and presenting a field of enterprise that will richly repay the effort and energy of the American people.

"In 1889 our whole exports to all countries in the three continents of Europe, Asia and Africa and to Australia, Canada and Hawaii amounted, in round numbers, to $658,000,000, and our imports from all those countries amounted, in round numbers, to $529,000,000, showing that from that vast trade we had a balance of $129,000,000 in our favor, equivalent to that amount of gold among our people. But when all the accounts were closed, we had a balance of $13,000,000 against us from our foreign trade. We must, therefore, have lost $142,000,000 in our commerce with the countries outside of those I have referred to. Where could we have found such a large adverse balance? We lost $41,000,000 in Cuba from which our imports were $52,000,000 and to which our exports were only $11,000,000. In Brazil we lost $51,000,000. Our imports from Brazil were $60,000,000. Our exports to Brazil were $9,000,000. In Mexico we lost $10,000,000. Imports from Mexico were $21,000,000; our exports to Mexico were $11,000,000. To sum it all up, our imports from countries south of us in this hemisphere were $216,000,000; our exports to [illegible] were $74,000,000. The balance [illegible] us in our trade with those countries therefore is $142,000,000, exceeding our gains from all the rest of the world by $13,000,000.

By no argument of speech can we flatter ourselves into the belief that our trade with our American neighbors is in a prosperous condition. How can this state of affairs be remedied? You have heard a great deal said within the past ten years by our Democratic friends about the iniquity of the Republican party keeping up the war tariff.

"As a matter of fact the war tariff has not been kept up, but has been amended over and over again, until the revision of 1883 left scarcely a trace of the actual tariff that was in operation at the close of the war and for a few years afterwards. During the war we were compelled to tax almost everything in the air, in the water, on the earth and under the earth. The necessities of the government were so great that we could allow scarcely anything to be imported without paying tribute, and I think no patriotic man can deny that that was a wise policy. We were not then studying the philosophy of trade relations, but how to save the life of the nation. Money was the primal necessity, and we seized it wherever we could reach it, lawfully, but during the last eighteen years a great change has been made.

"So entirely has the war tariff been abolished that in the fiscal year ending June 30, 1889, the articles admitted free were considerably more than one-third of all the imports. The imported articles that paid duty exceeded $488,000,000 in value and the imported articles that paid no duty exceeded $256,000,000 in value. The inevitable tendency is, I think, toward an increase of the free list. Our great mistake was made when we began to repeat the war duties on so large an amount of import. Any duty reapealed was a favor and an advantage to the exporting country, and we have asked nothing in return. Instead of this course (which I must say was one of carelessness and wastefulness by both political parties) every repeal of duty should have been preceded by a most thorough investigation, and whenever it was found practicable to export anything from the United States and thus establish reciprocity of trade it should have been done. I do not intend to declare simply that we could have secured the free admission of $256,000,000 of American products into countries whose products we purchase annually to that amount. The richer country cannot expect to get a complete reciprocity in amount from countries less wealthy; but whatever we should have received would have been a clear gain, and in all future repeals of duties whatever we may be able to get will be a clear gain.

"It is not a question of setting deliberately to work to establish reciprocal exchanges. But with all the duties we have thus far repealed it has been a question of whether we should get something or get nothing; we have chosen with our eyes closed to get nothing. I hope now with our eyes open that we shall in future choose to get something. We encounter opposition to this policy from those who declare that if we enter into reciprocity of trade with one country we must do so with all countries, and thus indirectly bring about complete free trade. I do not see the logic of this and I am sure the fact will not prove what is predicted. We may enter into reciprocity with one nation because we find advantage in it. We may decline to enter into reciprocity with another nation because we see no advantage in it. Reciprocity is simply a policy of circumstance to be determined favorably or adversely according to [illegible] enter into reciprocal relations with one country on one thing we must enter into reciprocal relations with all other countries on all things is to my mind as absurd as to say that if I buy a horse to-day I must necessarily buy a drove [illegible] to-morrow. All objections of that [illegible] are unfounded and will not stand the test of argument or a practical trial.

"Our people do not realize the great fact that if specie payment is endangered in this country it is likely to be endangered by our present system of trade with the Latin-American states. The few millions of gold that have gone out of the country within the last three months have created uneasiness in certain quarters as to our financial position. It is very extraordinary that the loss of these millions from banks in Wall street should be accounted so serious an event when we have lost a much larger amount during the same period from the condition of our trade with the countries south of us without exciting the least observation. When our merchants and bankers come to thoroughly appreciate this fact we shall receive aid in the reform of our trade from a quarter which thus far it has been impossible to enlist."

Mr. Blaine's speech was received by the 2,500 persons present with great approval. Hon. W. M. Mason, of Illinois, followed, indorsing the principles of reciprocity. Henry Cabot Lodge then advocated the Federal election bill. Governor Burleigh also spoke briefly.

Canadian Canal Tonnage.

OTTAWA, Ont., Aug. 29.—The annual volume of canal statistics shows that the quantity of grain passing down the Welland canal from one American port to another from 47,000 tons in 1880 to 213,000 tons in 1889, whereas, notwithstanding the abolition of tolls upon east bound Canadian canals the quantity of grain that reached Montreal by way of the canals last year was 267,789 tons as compared with 333,806 tons in 1880.

"I WANT A DEMOCRAT."

When Mr. Tubbs resigned his position as chief engineer of the Water Works Department the newspapers of the city voiced universal sentiment when they expressed the hope that the [illegible] of a successor would be determined by [illegible] alone, uninfluenced by political considerations. The wisdom of ignoring partisanship in making an appointment of so much importance was too obvious to require discussion, but [illegible] to look very much as if the Democrats intended to improve the occasion to manufacture political capital. There has been a rumor to this effect for several weeks and yesterday it was substantiated in a manner unpleasantly suggestive. At the meeting of the Executive Board in the morning Mr. Armbruster moved that the next order of business be the election of a chief engineer of the Water Works Department. Mr. Aldridge, who was evidently surprised by this move, asked why M. Rafter, who had proved himself a capable official, should not be continued in his present position. Mr. Armbruster replied that the expenses of the department had been too great since Mr. Rafter assumed charge. He was finally forced to acknowledge, however, that all the expenses incurred had been authorized by the board and when Mr. Aldridge reiterated his demand for the reasons of the proposed change, Mr. Armbuster unguardedly revealed the lines on which he was working. "Well," said he, "I want a Democrat in that position."

Mr. Tubbs is a Republican but the demand for his retirement was urged on grounds entirely non-partizan. Mr. Rafter is a Republican, we believe, but no one stopped to ask his political belief when he said he could save water for the city and rescue it from the impending danger. It was a competent engineer that was wanted, not a politician. His services were promptly engaged. He shouldered the responsibility relinquished by Mr. Tubbs, and the admirable work he has performed since then is a matter of public record. He has done all and more than he promised, he has proved his efficiency by a test which his predecessor was unable or unwilling to meet, and withal he has borne himself with modesty and self-possession. He has given the impression that he is a practical man of sound common sense and an honest man more given to actions than words. If the people are mistaken in their estimate of his character and the value of the work he has done the facts should be made known without delay. If any member of the Executive Board has good reasons for the belief that Mr. Rafter is incompetent or unworthy, those reasons should be made public and another chief engineer secured immediately, but if the only reason for his removal is, "I want a Democrat in that position," it should not be allowed a moment's consideration. It should not, we say, but if the Democratic politicians have decided to make the change on political grounds there is little hope that they will be deterred by a sense of justice or by respect for public opinion.

The city is under deep and lasting obligations to Mr. Rafter, and to depose him before his work is completed and without reasonable cause would be a sorry acknowledgment of the admirable service he has rendered.

FOR POLITICAL REASONS

Mr. Armbruster Moves to Appoint a Chief Engineer.

HE WANTS A DEMOCRAT THERE

The Chairman of the Executive Board Makes a Specious Execuse for Mr. Rafter's Removal, but Finally Admits the Cause for His Action.

When the ordinary routine business incident to the regular weekly meeting of the Executive Board had been transacted yesterday forenoon, and as adjournment was about to be taken, Chairman Armbruster said:

"I move that we proceed to the election of a chief engineer."

"A what?" asked Mr. Aldridge; "a chief engineer of what?"

"A chief engineer for this city;" blandly replied Mr. Armbruster.

"Well," said Mr. Aldridge, "this is rather a surprise to me. What do you mean?"

"Well, I think we want a change," said the chairman.

"For what reason, Mr. Armbruster?"

"The expenses are too big."

"Where; in what direction?"

"All over," answered the chairman, sententiously and with the air of a man who had made up his mind to carry out a fixed determination.

"Mr. Armbruster," said Mr. Aldridge in a surprised tone "do you mean to tell me that any expenses have been incurred by the acting chief engineer of the water works which have not been duly authorized by the board? It seems to me that this motion of your is hasty and premature, and I am not prepared to act. The reasons that you give are not sufficient to warrant the action you propose to take, inasmuch as all Mr. Rafter's acts and expenses have been authorized and concurred in by the board."

"Well," said the chairman, ignoring his colleague's comments, "I move we elect a chief engineer."

"Mr. Armbruster," persisted Mr. Aldridge, "I desire time to consider this matter and I want it laid over for a week."

"Well," said the chairman, "I am ready now, and, therefore renew my motion."

"I know," replied Mr. Aldridge, "that you gentlemen have the necessary power and votes to accomplish your object, but I demand that you should give reasons for this change. You propose to remove Mr. Rafter from office after he has done his duty faithfully and well, and, as I believe, to the entire satisfaction of the public and the Executive Board. I demand that in the public's interest you give some reason for his removal."

"The reason that I have already given—the expenses," replied the chairman.

"Now, Mr. Armbruster," said Mr. Aldridge, "do you mean to persist in saying that any expense incurred by Mr. Rafter has not been authorized by the board? How is that Mr. Rafter?"

That gentleman upon being called upon for a statement, replied that no expense had been incurred by him which had not been authorized by the Executive Board. Mr. Aldridge reiterated his last question to which Mr. Armbuster replied, after a moment's hesitation.

"Well, no, I can't say that there has been."

"Now that you have acknowledged that the only reason you have [illegible] Mr. Rafter's removal, is not the [illegible], I want to know the real reason [illegible] extraordinary action. Isn't it political?"

"Well," said the cornered chairman, "I'd just as lieve [illegible] because I want a Democrat in this board."

Having got at the milk in the cocoanut, Mr. Aldridge opened fire again. Said he:

"Gentlemen of the board, you cannot afford, at this particular time, to bring politics into the Water Works Department. Mr. Rafter has accomplished certain things in the interests of the public of Rochester that, it was claimed by other engineers, could not be done. He has succeeded in filling Rush reservoir and thereby averted a water famine, which, I believe we would have had upon us ere this were it not for the measures adopted and carried out by him, and he is, therefore, entitled to the thanks of the entire community, as well as this board which he has relieved of a great deal of anxiety and embarrassment."

Mr. Aldridge thereupon moved that the whole matter be postponed for one week, or until next Friday's regular meeting. After some more discussion pro and con, Mr. Armbruster asked Mr. Barnard if he had any objections to a postponement, and upon that gentleman answering in the negative, the motion was put and carried unanimously.

Mr. Armbruster was subsequently seen by a DEMOCRAT AND CHRONICLE reporter, and said: "I want to put another man in the office of chief engineer and I don't objectt to telling you that that man is Emil Kuichling. We have been spending a good deal of money lately, and as the board is Democratic I am trying to have it stopped."

The reporter asked Mr. Barnard if he was in favor of Mr. Armbruster's motion for the appointment of a chief engineer, and if so who his preference was, but that gentleman politely declined to be interviewed.

It is stated that one reason for the chairman's action yesterday is that Mr. Kuichling has been called to Toronto, and will go there if he is not asked to step into the chief engineership of Rochester's water works. When the rumor was flying about a few days ago that the board had decided to appoint Mr. Kuichling, Mr. Barnard told a DEMOCRAT AND CHRONICLE reporter that the question of appointing someone in the place of Mr. Rafter had not been considered by the board, and he added that he did not think any action would be taken for some time to come.

EAST SIDE SEWER PLANS

East Side Tax Payers Ask for Expert Opinion on Them.

A CASE FOR CONSULTATION

They Have all Confidence in Mr. Kuichling's Judgment but Want it Reinforced—A Resolution to be Sent to the Common Council.

Aldermen Lempert, Lewis and Hall, of the Common Council committee on the East Side trunk sewer, met the representatives of the East Side Taxpayers' Association last evening and heard their suggestions as to the proposed improvement. The association was represented by Frank J. Amsden, W. H. Gorsline, George H. Newell, David Hoyt, F. S. Minges, E. A. Chase, Jerome Keyes and M. A. Culver. Chairman Lempert said that the committee would gladly hear any proposition from the representative, and Mr. Amsden said: "As representatives of citizens especially interested we are desirous that the work be done in a thorough and comprehensive manner and that we shall have a sewer that will do for the East Side not only for now but for all time. We have the utmost confidence in Emil Kuichling as an engineer, but the outlay on the sewer will be so enormous that we deem it a matter of caution to secure some outside expert to go over Mr. Kuichling's plans and report on their expediency and estimates."

In answer to the question whether the association would recommend that the committee's report in favor of securing outside engineers to review the plans, Mr. Amsden said: "That is what the association wants. The matter is so important that any possibility of error in plans ought to be avoided. In other cities in cases of big undertakings the advice of outside engineers is often sought. We suggest that Mr. Kuichling's plans be examined by experts before going further. It would also be wisdom not to confine the bids for contracts to Rochester. Local men might combine so that we could not get the benefit of competition. Before the contracts, however, come the drawing up of the ordinance and the question who is to pay for the sewer. In many public works in Rochester there has been a lack of careful inspection. We want to see that the work is properly done.

George H. Newell said: "Mr. Kuichling does not feel absolutely certain of the entire success of his plans. It has happened in building other sewers that we have saved a little money by employing one engineer, but have lost money in the end by not having more elaborate plans. Carefulness at this time is an imperative necessity. Mr. Rafter does not object to the line of the sewer, but to the method of disposal of sewage. It may do for to-day to empty into the river, but later we may have injunctions troubling us as at the bay and creek sewers. It will be well to profit by the experience of the Eastern cities. We only ask of the committee a sufficient oversight to secure our health and safety."

F. S. Minges said: "We don't want to get in a fight that will delay the matter for years. There is such a discrepancy in plans that it is difficult to tell what is the best. There is a section near Culver street that cannot be drained by a sewer on the proposed site on account of the low land."

In response to the question what persons should be assessed for the improvement Mr. Amsden thought that those who are to be benefitted by the improvement should pay, and that the expense should be borne by east side property owners entirely. The committee stated that by Mr. Kuichling's plans the Seventh, Tenth, Thirteenth, Fourteenth and Sixteenth wards would be entirely drained by the sewer and that the Second, Fourth, Fifth and Sixth would be partially benefitted.

On motion of Mr. Amsden the following resolution was adopted:

Resolved, That it be the sense of this meeting that, although we think Mr. Kuichling's plans are best, we recommend to the Common Council that they be first referred to competent experts.

The representatives of the association agreed to recommend to the committee the names of competent experts for the inspection of the plans.

Shoe Factory to Remove.

Brooks Brothers have conditionally accepted an offer from Father Fitzgerald, of Charlotte, to remove to that village. The proposition is to build for the firm a structure of brick or stone, 45x200 feet, and two stories in height on Broadway in that village. Father Fitzgerald will give the firm a lease of the building for five years free of rental, with the privilege of purchasing building and land at the end of that time. The condition on which Brooks Brothers accept this offer is that the people of Charlotte shall raise a small sum to pay for expenses of removal, etc. If this condition is fulfilled the building will be erected without delay.

Central Library of Rochester and Monroe County
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Sept 1st 190

ROCHESTER MORNING HERALD

THAT PROPOSED CHANGE.

A motion was made yesterday by Mr. Armbruster of the executive board that the members of that body proceed to the election of a chief engineer of the water works department. After some discussion the election was postponed for another week.

Mr. Rafter is now acting chief engineer, but it is understood that Mr. Armbruster's motion contemplated the election of Mr. Kuichling to the place made vacant by the retirement of Mr. Tubbs. When asked by Mr. Aldridge for a reason for the proposed change Mr. Armbruster is reported as saying: "Well, I want a democrat in that position."

If Mr. Kuichling is Mr. Armbruster's candidate we think he will hardly feel complimented by that explanation. So far as we know neither he nor Mr. Rafter are conspicuous as politicians or partisans. If they take pride in any of their relations to the public it is rather in their professional accomplishments. If one or the other is to be honored with the office of chief engineer he would unquestionably desire to have it understood that he was appointed, not because he was a democrat or a republican, but because he possessed the qualities that would enable him to usefully and successfully serve the people of Rochester in the important office named.

We have the highest respect for Mr. Kuichling as a man and as an engineer. As a student he goes to the roots of things. He is capable of prolonged and intense application. We believe from all that we have learned of him that he justly ranks among the leading civil engineers and mathematicians in the country. What we have to say upon the motion before the executive board, therefore, is not designed to cast any reflections upon that gentleman's abilities.

Mr. Rafter is also a good engineer. The executive board thought so highly of his qualifications that while Mr. Tubbs was still chief engineer Mr. Rafter was practically placed in charge of the department. He has done at least two things which entitle him to the commendation of the board and the public: He instituted the policy of replenishing the reservoirs by reducing the pressure in the mains—a policy whose wisdom and success the HERALD at first questioned, but which we now frankly admit has proved that Mr. Rafter was right and we as well as his professional critics were wrong; and he has proved that the city is now receiving only a little over seven millions of gallons of water per day instead of nine millions, as the public has always been led to believe it was receiving. During the period under consideration he has carried heavy responsibilities and performed a vast amount of both physical and mental labor. He has been manly, straightforward and competent. Why, then, make a change? Why not let well enough alone?

LARGE SHOE DEAL.

ENGLISH CAPITAL TO BE INVESTED

In Several Leading Rochester Manufactories — Options Obtained on Thirteen Factories in This City—Syndicate Millions.

For some time past negotiations have been quietly proceeding regarding the sale of Rochester shoe manufactories to an English syndicate. The matter has been kept very quiet and it was not until last evening that the representative of the English capitalists considered matters sufficiently far advanced to permit him to talk freely concerning the deal.

Just eleven months ago last Saturday a gentleman came to this city from New York and after securing comfortable lodgings commenced on the following Monday to transact the business which brought him to this city. He is by trade a shoe designer, his name is Elisha Hanshew and he was commissioned by an English syndicate to purchase Rochester shoe factories to the value of five millions provided he could get options on establishments whose business should warrant the price asked.

As soon as Rochester manufacturers became aware that the agent represented a capital of about fifty millions, ten of which he was commissioned to invest, five [illegible] that [illegible] possible, they [illegible] to talk business, but, to use the words of the agent himself, "they put on fancy prices." A HERALD reporter who called on Mr. Hanshew last evening learned the following [illegible]

"Yes," [illegible] Mr. Hanshew [illegible] reply [illegible] "I have concluded my business in Rochester and will start for Chicago Sunday night or Monday night. I was authorized to invest five millions in Rochester provided that I could secure concerns showing the required earnings proportionate to the purchase price asked. Concluding negotiations in Rochester I was to go on to Chicago, Cincinnati and St. Louis in the order named. I have been successful in securing options on 13 Rochester shoe manufactories, the options holding good till January 1, 1891. The amount to be invested in this city is about two and one half million dollars. Now, if I am successful in Chicago in securing plants to make up the balance of the amount which the syndicate wishes to invest, the Rochester concerns are just as good as sold, in fact are sold, as I hold the options on them.

"As soon as I have secured options on sufficient manufacturing property the syndicate will send out an expert government accountant to verify the the statements of the firms as made to me. As fast as the standing and earnings of an establishment are verified by the accountant he cables the directors of the syndicate in London. They already have the options and as each one is verified they cable their New York representatives to make the cost transfer and close the sale.

"Some of the Rochester firms take part stock in the syndicate company; others take part cash and part stock; some will sell out entirely for cash. Now all the whole deal depends on the securing of sufficient western plants to make up the required amount of the investment. If I fail to do that the entire thing falls through. But judging from some letters I have already received from Chicago I am not likely to have much trouble in securing options there at least."

Mr. Hanshew made the interview interesting by many reminiscences of his business career and seemed confident of the success of the latest inroad of English capital upon the industries of this country.

Sept 2nd 190

ROCHESTER MORNING HERALD

THE CHIEF ENGINEER QUESTION.

In several articles lately the Post-Express has freely criticised Mr. Rafter's course since he has been in charge of the water works of this city and disparaged the merit and importance of the work he has done. The MORNING HERALD does not propose to make a fetich of either Mr. Rafter or Mr. Kuichling. We think both are good engineers but there is no ground for believing that in reputation—however it may be in latent merit—either yet stands at the head of his profession in the United States.

But in a recent article this paper, after speaking briefly of Mr. Rafter's work in the water department—especially in the matter of demonstrating that but 7,000,000 gallons of water came through the conduit instead of 9,000,000, and in replenishing the reservoirs during the dry season—said concerning the chief engineership that it would be better for the executive board to let well enough alone. By that, of course, we meant that Mr. Rafter, having done well, having succeeded under delicate and difficult circumstances as acting chief engineer might wisely be retained in that position, at least for the present. That is still our opinion.

In the same article we took occasion to speak in commendation of Mr. Kuichling's merits as an engineer, a judgment, like that respecting Mr. Rafter, that is based rather upon the opinions of others who have professional knowledge of his ability than upon our own observations.

We did not desire to recur to this matter, but it has seemed to us that the treatment of Mr. Rafter by the Post-Express has been unfair and misleading. It is well enough now after a period of considerable rain and at the close of the summer months to say that the work of refilling the reservoirs was not of much account, that it was "simply a process of economy," and that the "water stored was saved because the people were ready to deny themselves to that extent." The fact is that when Mr. Rafter took hold of the business the Rush reservoir was being depleted to an alarming extent. The people were not anxious "to deny themselves" until they were told in plain terms that it was necessary, and then Mr. Rafter had the nerve as well as the intelligence to go ahead with his plan. He received no encouragement from Mr. Tubbs, Mr. Kuichling or, so far as we know, from any other engineering authority — excepting, we believe, the Post-Express—in the city.

In the matter of demonstrating the [illegible] that 7,000,000 gallons of water [illegible] through the conduit, the Post Express says:

Mr. Rafter was employed as an engineer on the water works, and if he did not know of the deficiency in flow which [illegible] kept quiet about it, he is not to be praised for the professional or the public spirit of his inaction.

Well, Mr. Kuichling "was employed" on the water works. Does the Post Express mean to say that Mr. Rafter ought to have had the sagacity to discover what Mr. Kuichling could not? Or that knowing it, that was creditable on Mr. Kuichling's part that was not, under the same conditions, greatly to Mr. Rafter's credit? It would be rash on our part to say anything that would discredit Mr. Kuichling after the Post Express has threatened "swift retribution" upon any one who might have the temerity to do it, but at the risk of inviting Jove's thunderbolts we would be glad to know whether the same rule is to be applied to one as to the other of the gentlemen named. If not, why not?

It may have been noticed that the Post-Express has repeatedly claimed it "suspected long ago" that there was less water delivered at Rush reservoir than the authorities represented. Here is what it said August 23d:

It may look presumptuous for an editor to join issue with an engineer on a matter of this kind, but this paper was right on the main points of this controversy when engineers like Messrs. Tubbs, Fteley and Fanning were wrong; and it maintained that there was not a daily discharge of 9,000,000 gallons from the conduit long before Mr. Rafter, who had for years been employed in the water works department, had discovered the fact.

And, let us add for the sake of doing full justice to our neighbor's remarkable knowledge on that subject, long before Mr. Kuichling, who also "had for years been employed in the water works department" discovered, or, at least, publicly announced the fact. Again, in a later issue, the Post-Express says:

The great claim of Mr. Rafter on the community is that he discovered, after months of controversy, what we declared was the case—that the city has not been receiving 9,000,000 gallons of water a day; and though he has been converted to our "airy ebullition" we cannot go so far as to adopt his "airy ebullition" that the conduit never carried and never could carry more than about 7,000,000.

Now, will the Post Express kindly inform the public how it knew so long ago that the capacity of the conduit was less than 9,000,000 gallons? Did it derive the knowledge from intuition, from measurements it caused to be made, or did some one who had a chance to know give it the information? If its knowledge came from a professional or official source that paper might aid us in finding the man we want for chief engineer by giving the public its authority.

LOCAL CORPORATIONS.

The Fairport (Monroe county) Shoe Manufacturing Company was incorporated to-day with the Secretary of State, with these trustees: Patrick Cox, William Erb, Martin J. Gannon, Frederick S. Todd and Joseph H. Snow. The capital stock is fixed at $185,000, divided into 1,850 shares of $100 each. The company proposes to carry on the manufacture of boots and shoes.

A certificate of incorporation of the Taylor Brothers Company, of Rochester, was filed to-day with the Secretary of State by Frank Taylor, G. Elbert Taylor and J. Merton Taylor, all of Rochester. The company's objects are the manufacture and sale of thermometers, barometers and all kinds of meteorological instruments. The amount of capital stock is $75,000, divided into 750 shares of $100 each.

Annual reports of Rochester corporations filed to-day with the Secretary of State show as follows:

Flower City Hotel Company of Rochester: Capital stock $500,000, paid in in cash; existing assets, Powers Hotel, $599,420.74, and cash on hand, $23,363.42; existing debts, $20,040; no dividends declared.

Rochester Bottling Company: Capital stock $35,000, paid in in cash; existing assets $35,000, consisting of siphons, fountains, etc.; existing debts, $100; a dividend of 15 per cent. declared November 5th.

KUICHLING'S FIRST JOB,

Or, Bringing Down the Chamber of Commerce,

WILL BE THE LOCAL CARTOON IN THIS WEEK'S

Rochester Edition

-OF THE-

UTICA GLOBE!

SCANDAL EXCLUDED FROM THE PAPER!

POLICE COURT JUSTICE.

A NEW MODE OF JUSTICE.

RED HOT POLITICS!!

The ❋ Fearless ❋ Gleaner ❋ About ❋ Town.

Portraits of Prominent Politicians.
Town News Condensed.
Editorials That Strike Fire.

A Gain of 1,500 Circulation in Three Weeks!

A toast to our paper, the pride of the city,
The ablest and sharpest, the cleanest and best.
So solid, yet spicy, so truthful, yet witty,
The SATURDAY GLOBE now the peer of the rest.
Those who deny it are objects of pity,
But those who oft buy it and read it are blessed.

[illegible] had executions issued against him for $29,000.

Boston Journal

Clearing the City Streets.

Mayor Hart had a conference Thursday at City Hall with representatives of the Massachusetts Medical Society in regard to the matter of cleaning the streets. Dr. Vincent Y. Bowditch, J. Collins Warren and F. I. Knight comprised the committee. Dr. Bowditch presented the following suggestions: First, that even with the present pavements greater system and more care shall be used in sweeping and cleaning our streets and alleyways, the latter to be accepted by the city as streets, and not considered as private ways; second, that in all seasons of the year when dry weather causes dust, the streets, not only in the city proper, but in the outlying districts, shall be thoroughly sprinkled with clean water at the expense of the city; third, that the most stringent measures shall be taken to prevent the throwing of all papers, handbills, sweepings or refuse of any kind into the streets or alleyways, a heavy fine to be imposed for any infringement of this law; fourth, that methods shall be adopted for laying more durable and serviceable pavements than the "macadamized," but that the "Belgian block" or other solely stone pavement shall never be used in the residential portions of the city; moreover, that certain streets shall be reserved for light traffic only, heavy teams not to be allowed upon such thoroughfares; fifth, that laws be passed forbidding the tearing up of streets by private corporations, except after intervals of years, and, moreover, that when it shall be necessary to tear up the surface of the street the pavement shall be replaced in a perfect condition, and not left to inadequate supervision as heretofore.

The presentation of these suggestions was followed by a thorough canvass of the matter.

A DAY'S CONSUMPTION.

Result of the Recent Measurements at Mt. Hope Reservoir.

On Monday, August 25th, measurements were made at Mt. Hope reservoir to determine the amount of water actually flowing from the reservoir into the city mains in 24 hours. Monday was chosen, because it is the general "wash-day" and thus would indicate a maximum use. Acting Chief Engineer Rafter yesterday furnished the following table showing the amount consumed by hours:

Hour.	Amount Used.	Total.
7 A. M.	....	....
8 A. M.	394,041	....
9 A. M.	355,035	....
10 A. M.	389,125	....
11 A. M.	387,659	....
12 M.	323,590	....
1 P. M.	332,493	2,169,643
2 P. M.	348,811	....
3 P. M.	330,245	....
4 P. M.	277,078	....
5 P. M.	345,676	....
6 P. M.	292,693	....
7 P. M.	291,818	4,076,164
8 P. M.	205,479	....
9 P. M.	143,816	....
10 P. M.	170,626	....
11 P. M.	170,226	....
12 midnight	102,063	....
1 A. M.	135,925	5,014,399
2 A. M.	135,085	....
3 A. M.	101,643	....
4 A. M.	118,485	....
5 A. M.	155,204	....
6 A. M.	185,607	....
7 A. M.	266,080	5,977,103

THE AMERICAN NOMAD.

Hiring People to Locate in Cities Makes Uncertain Citizenship.

A curious outgrowth of the rivalries of American cities, is the practice that obtains so generally of offering bonuses and pecuniary inducements to manufacturers to move their plant. After a fire that burned down a part of a sewing machine factory the other day, the owners received so many proposals from aspiring cities that wanted to take them in, that they were obliged to publish a notice to the effect that only a small part of their works had been burned, and that they were not open to proposals for adoption. Any factory or established business employing labor can have its choice, nowadays, from a long list of cities, new and old, any one of which will give it a site for a factory, pay the expense of moving, and perhaps contribute substantially toward the construction of a new building. People who own land, or are engaged in business in cities, realize that it pays them to have their cities grow, and they are willing to hire desirable inhabitants to come to them. They rely upon getting their money back in the increased value of land, or the general increase in business. The result is that the migratory disposition already so pronounced in these days is intensified, and it has become a familiar thing not merely for individuals to move, but for great aggregations of workingmen to shift the scene of their activities from one city to another, sometimes thousands of miles away.

Time was when where the average man found himself living there he continued to live, unless circumstances of exceptional urgency impelled him to change his residence. It is different now. Transportation has become so cheap, and travel so easy, that the ties of locality sit very lightly on the shoulders of the average American, and the fact that you find him settled this year in New York or Pennsylvania, affords you a very uncertain basis for expecting to find him next year in the same place. When you hear of him again, if he hasn't moved to Texas, or Tacoma, or southern California, or Maine, or North Dakota, you feel that he must have had some exceptionally good reasons for staying at home. Men used to wag their heads and croak about the inability of rolling stones to gather moss. We have changed all that. Moss is at a discount and there is a premium upon rolling.—From "The Point of View" in September Scribner.

MAKING SQUARE HOLES.

A Machine That is as Simple as It is Ingenious.

A feat in mechanics, the London Times says, has just been accomplished by the production of a machine by means of which square holes can be drilled in metal. Hitherto it has only been possible to drill round holes; but new square holes, and, in fact, holes of complex geometrical outline, can be drilled as easily as circular holes. There are two machines for effecting this object, one of which will *only* drill either round or square *holes, but the other will drill holes of any shape.*

The first of these is the Ainley-Oakes drilling machine, which in appearance resembles an ordinary drilling machine. It has, however, a spindle of three concentric parts, upon one of which is a set of cams so arranged that each cam, when brought into combination with the part in which it works, produces at the cutter a hole of a given size, each cam producing a different sized hole. In other words, in cutting a square hole the toe of the cutter describes a square. It is not possible without drawings to make the arrangement clear, but it may be stated generally that the mechanical details, while very ingenious, are very simple, and the results very satisfactory.

The second machine is the Tyler-Ellis drill, which is an outcome of the previous apparatus. In the Tyler-Ellis machine the spindle moves about the center of a ball joint and by an improved arrangement of the working parts, holes of any conceivable mathematical outline can be *drilled*. Another point of advantage in the Tyler-Ellis drill is that it cuts clean angles in the square hole, whereas the Ainley-Oakes drill leaves a slight filling of metal in the angles, which have to be cleared out after the hole has been drilled. It is curious to watch the machine forming a four-sided hole in a plate of metal, but it does it in a very practical and effectual manner.

The value of these machines will be found in engineering workshops and shipbuilding yards, where great numbers of square holes are constantly required to be made in various parts of machinery, and would be much more frequently made were the means at hand for forming them. It is stated that the cost of drilling square holes is no greater than that of round ones, although up to the present time the cost has been as 1 to 36—that is to say, a square hole has hitherto cost to make 36 times as much as a round one.

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which such a bill as this would be highly effective. *Brooklyn Journal May 30/90*

Agriculture in New England.

The Springfield Republican prints a communication on the topic of agriculture in New England from a Vermont farmer, which contains an amount of common sense on this much-discussed question not often seen in the columns of journals of the S. R.'s politics. Our contemporary vouches for its correspondent as one "well qualified to speak"—a fact which is readily apparent in the tone and the matter of his observations. The common free trade assumption that New England agriculture has so declined that the farmer is in a condition of desperation he dismisses as "absurdly and even ludicrously untrue." He acknowledges that the price of farm lands in Vermont is low, he even adds that this is the situation met with everywhere, and that it is due in part to the desire of young men to emigrate, but chiefly to the fact that there has long been an "increasing over-supply of available farm land," a condition brought about by the "speculative and railroad agencies booming the new prairie lands of Kansas, Nebraska, Dakota, and more recently the farms of California and Florida." "What is the situation now?" the Republican's correspondent asks, and this is how he answers it:

"The old-line farmers, who could not be beguiled or stampeded, have quietly gone on improving their farms and the stock upon them. They have improved their buildings and added slowly but surely to their holdings. Such farmers are in every way but one as well off as they have been since the flush times of the war or before the war. These farmers, or their successors, are to-day solidly successful; and if there is no pressing necessity for the sale of their land, they are all right. In the settlement of estates only is there any real loss or hardship. The advent of a thousand agricultural families seeking farms in the State would probably restore confidence in the value of land; and should such an immigration continue for a few years, even without any advance in the price of crops, or the accruement of any other advantages to our agriculture, the price of our farm lands would be much advanced. Much is said of the extent of mortgages upon our farms. This is in itself no indication of decline or suffering. It has always been a custom in America for young farmers to buy more land than they could pay for and work it out. It is a practice which may be carried too far, and which, amidst modern temptations, more often results in failure, perhaps, than it did in earlier times. But in itself it is not an evil, nor is its existence a sign of evil. Doing business upon borrowed capital is far from being limited to the farm, and in very few branches of business is it a safer experiment."

These are the same familiar truths which have been iterated and reiterated and emphasized by the Republican newspapers of New England, and flouted by the S. R. and journals of its class as the inventions of partisan prejudice. And we doubt not that these views of the Republican's correspondent with regard to the agricultural situation in New England are the same views which are entertained by nine out of ten of all our well-informed, practical Vermont and Massachusetts farmers. Democratic chatter about "abandoned" farms has not deceived nor frightened the men who know that in New England agriculture is still a strong and in the main a reasonably prosperous and profitable industry.

Herald Sept 3d '90.

THE CHIEF ENGINEER QUESTION.

Our neighbor, the Post-Express, discovered yesterday that it doesn't care "to go into any comparisons between Mr. Kuichling and Mr. [illegible] such as the MORNING HERALD seems to invite." It is to be regretted that this discovery came so late. We suspect that it would be pretty difficult for our cotemporary to go much deeper into such comparisons than it already has: but often the second thought is better than the first and we cordially commend it for its sensible conclusion.

Replying to the HERALD, however, the Post-Express ventures far enough to say that "the encouragement that Mr. Kuichling gave in regard to filling the reservoirs was to suggest the idea and explain how it could be carried out, when consulted by the water committee. Both Mr. Tubbs and Mr. Rafter were present. The former opposed the suggestion, the latter quietly adopted it, as anybody had a right to do." We shall cheerfully give Mr. Kuichling the credit implied in the above statement, if it is in accordance with the facts. But we have not so understood the record. Possibly the suggestion, if made at all, was made in some secret meeting of the water committee of which no record was made.

The first intimation the public had of the plan appeared in the editorial columns of the Rochester Union of June 11th under the heading: "Why Not Increase the Storage?" There the scheme was described and announced as suggested by somebody whose name was not given. The next day the article was republished in the body of another article. On June 13th the Union contained a third editorial declaring in effect that Mr. Rafter had proposed the plan. On the 14th a letter from Mr. Rafter to Mr. Aldridge explaining it and an order of the board authorizing Mr. Rafter to carry it into effect, appeared in the press of the city.

June 16th, the Post-Express, replying to an editorial paragraph in the MORNING HERALD, after announcing that it was "formerly its opinion" that the city was either not using or not receiving 9,000,000 of gallons and declaring that as all authorities seemed to be agreed that it was, it would be better to save the water, added:

"That the experiment should be ... it should not come in regular course through the chief; *and that it should be entrusted to a subordinate*—these things are irregular and we can't say that we like them."

We have taken the liberty to place a portion of the above in italics. The term "subordinate" employed by the Post Express in the above paragraph can mean no person other than Mr. Rafter. Mr. Kuichling was not a "subordinate" of the then chief engineer at that time. Hence, the Post Express itself is authority for declaring a little over two months ago that the plan which it now says Mr. Kuichling suggested, was "suggested" by Mr. Rafter. Possibly the Post Express will now admit that if there is one "weather cock" in sight there must be two.

It is not our purpose to-day to go further into Mr. Kuichling's connection with the water works' department and the executive board than to suggest that if the agitation over an increased water supply, as suggested by the Post Express, had not begun while he was there, that fact has nothing whatever to do with his failure to discover or to announce the real capacity of the present conduit. Let it rest there, if you will have it so.

Replying to our question as to "how it knew so long ago that the capacity of the conduit was less than 9,000,000 gallons, the Post Express begins a long explanation which it introduces as follows:

Well, it would be tedious to go over the history of our mental processes in this matter.

We shall not undertake to dispute so excellent an authority upon that question; on the contrary, after reading that history, we must concur in the soundness of our neighbor's judgment. It must suffice to say that the Post-Express claims that over two years ago it experienced a series of "mental processes" that led to the conclusion that the city was not receiving 9,000,000 gallons of water per day. Subsequently this experience is explained by the assurance that "hydraulic engineering is merely our [the Post-Express editor's] pastime," but this is coupled with the discouraging announcement that he must "put aside blushingly" the suggestion that he "take the place of chief engineer of the water works." That blush, permit us to say, is the most beautiful thing in our neighbor's appearance. It covers as with a crimson mantle the "mental processes" whose unexpected exposure must have shocked the finer sensibilities of the public.

Apart from an acknowledgement of neighborly courtesies we have no other object in this controversy than to warn the executive board against a premature and ill advised change in the management of the water works department. It has been far from our purpose to cast unjust reflections upon anyone, much less upon a citizen and engineer for whom for several years we have entertained sincere personal esteem. But, unfortunately, the question of displacing a capable and successful official on party grounds only has been raised, and we wish emphatically to dissent from and protest against that proposition. Again we say: "Let well enough alone."

Herald, Sept 4th '90.

A NEIGHBOR'S ERRORS.

The reply of the Post Express to the MORNING HERALD's article of yesterday on the chief engineer question may be fairly condensed as follows, with the exception of one paragraph which we shall quote verbatim:

1. That when that paper said that the experiment of filling the reservoir was "suggested by a subordinate" it referred to the "official" suggestion. This, it is held, was entirely consistent with its subsequent declaration to the effect that Mr. Kuichling had originally "suggested" it.

2. That the MORNING HERALD on June 16th and 17th contained editorial articles that "denounced the whole thing as a swindle"—that is, the proposed filling of the reservoirs by reducing the pressure of the mains.

3. That the HERALD yesterday returned "to the point of choosing a democratic engineer," and that "men who insist that only a republican must be chosen to this vacant position take precisely the partisan ground that Mr. Armbruster took in saying that only a democrat shall be chosen."

It is true that the same thing may be suggested by many persons and on many different occasions. But when the circumstances under which the Post-Express declared that the suggestion of the water saving plan came from a "subordinate," leaving Mr. Kuichling out of account when it is remembered that the first intimations of the plan came through the editorial column of the Rochester Union ... Mr. Rafter ... it will be observed that there is yet not the slightest confirmation of the Post-Express' statement to the effect that Mr. Kuichling proposed and explained his plan before a committee, it was and is a natural and obvious assumption that when its article of June 16th was published our neighbor was totally oblivious to any knowledge or suspicion that Mr. Kuichling had ever proposed the scheme. The discrimination between the "official" and the "original" suggestion is evidently an after thought, evoked to meet the HERALD's citation from the Post-Express of two months and a half ago. We desire to distinctly challenge the Post Express to show that Mr. Rafter's plan of establishing pressure stations throughout the city and so reducing the flow of water into the houses and buildings during certain hours of the day or night, without reducing the amount of water in the mains of the city, and so rendering the Hemlock system useless in the event of a fire, was ever suggested or thought of by Mr. Kuichling until it was worked out and proposed by Mr. Rafter.

The statement that the MORNING HERALD indorsed the Rafter experiment as "a swindle" is not true. The only utterance of this paper that can be construed as even hinting at possible irregularity was this: "Is it inspired wholly by apprehension of a water famine or is there another scheme of which this is simply the stalking horse?" So much had been said of abuses in the water works department that suspicion concerning the extraordinary measure proposed was not unnatural. There might be "another scheme." Hence our inquiry. If we had "denounced the whole thing as a swindle on the public" we would not have done so interrogatively. That may be the Post-Express' way of denouncing swindles, but it is not the HERALD's. However, as our neighbor quotes our article of June 17th we are willing to leave that point to the candid judgment of its readers.

The insinuation that the HERALD is opposed to the appointment of "a democratic engineer," because he is a democrat is one of which its author must feel ashamed when he sees it in cold print. Here is the ground for it in yesterday's article:

But, unfortunately, the question of displacing a capable and successful official on party grounds only has been raised, and we wish emphatically to dissent from and protest against that proposition.

The position and views of the HERALD on that question are precisely those announced by the Post-Express, and we are forced to believe that the writer who insinuated to the contrary knew it.

Now we come to the following curious paragraph in the Post-Express article:

Let us suggest, in all due innocence, a general journalistic maxim. When an editor uses as editorial an article prepared by an outsider he cannot be too cautious in revising it before assuming responsibility for it. The outsider is apt to be after some particular result and doesn't care how he jeopards the general reputation of the paper for honesty and consistency in the pursuit of it.

If that has any relevancy to the present controversy it means that one or more of the HERALD's editorials upon the views and course of the Post-Express were written by an "outsider." This unwarranted imputation nearly disturbed the serenity with which we have conducted this discussion. There is neither truth nor probability in it, and we are surprised that a usually clear mind should be so clouded by the vapors raised by temporary heat as to harbor such a suspicion. Whatever inferences may be correctly or falsely drawn from what has appeared in these columns, the HERALD is literally as well as constructively responsible for its editorials.

A NEW ICE COMPANY.

Stock in the People's Ice Company Selling Fast.

Already between $30,000 and $40,000 of the $150,000 capital stock of the People's ice and coal company, formed but a few days ago, has been subscribed. The officers of the company are as follows: President, Charles Watson; vice-president, Camille Forest; Secretary, John J. Powers; treasurer, Leo Schlitzer; attorney, John R. Fanning. The directors are W. W. Barnard, Leo Schlitzer, Camille Forest, John U. Schroth, Charles F. Kimpal, Julius Armbruster, John J. Powers and Dwight Palmer. All who may desire to subscribe for stock can do so by applying to any of the officers or directors. The company will soon open an office in this city.

D&C Sept 4th '90.

His Responsibility.

To the Editor of the DEMOCRAT AND CHRONICLE:

Sir: As one deeply interested in the proper management of our water works system I desire to call your attention to a few facts in regard to the construction of the old conduit which have escaped public notice. The *Post-Express* of Saturday contained the following:

As we close this article a communication comes to hand which puts one significant fact very strongly: "The readiness of the general public to forget is indeed stupendous, and yet it is hardly supposable that the general Rochester public already forgets the practical perfection of the Rochester water works in Emil Kuichling's hands from the day its opening exhibition astonished Western New York until the day Emil Kuichling, quitting the Executive Board, resigned its control; or how rapidly from that day it has been going to the dogs, checked or hastened by frauds and quackeries and expedients and nostrums of inside and outside experts and manipulators—so that no taxpayer knows whether his water supply is shortened by blunders or jobbery. It is chiefly to get rid of this pestilent source of uneasiness that all who know Emil Kuichling desire his appointment as chief engineer. It is for his moral as well as for his professional reliability that he should be appointed. He is master of every detail of the Rochester water works; he helped to design and to make them; and, so far as one man's exertions could, to make them effective. In his hands they were effective; and in his hands they should be replaced."

Though the writer forgets the official responsibility of others and may over-estimate the actual influence of Emil Kuichling, he hits precisely the point we have made as to the tendency which such a man exerts for good. There was no question as to the failure of our water supply or the condition of the line until after his retirement from the Executive Board.

David Clancy, (who repaired portions of the line in 1875,) testified as follows before the Supreme Court in the case of George D. Lord against the city of Rochester:

"I was employed in repairing leaks in this pipe in November, I think, 1875, from Factory Hollow to Jacques's Hill, a distance of two and a half miles. * * * When I took up a length I took a lamp with me and went into the pipe and followed through the pipe and found in several places the pipe sagged down at the top. * * * I went into the pipe five or six hundred feet with a lamp. I know the distance by counting the rims on the pipe. * * * The pipe was sagged down in places, perhaps from six to twelve inches." * * *

"I worked at the business [of repairing this pipe] about three months."

Question—You spoke of cutting the pipe by driving the lead?

Answer—"Driving the lead so tight to keep it from sagging; if I should drive it tight enough the pipe would sag down and the lead would go in between the bell and the spigot. * * * I could not say how far I made the iron pipe sag down, but far enough so the lead would give way and go into the pipe."

It should be explained that the sagging spoken of is a bending inward of the ends of the thin wrought iron pipe during the process of driving lead into the cast iron bell which was employed as a coupling ring. The bells were frequently broken by the process or by the settling of the ends of the pipe.

Mr. Clancy testified:

"There were forty-eight broken bells that I found and repaired. I did it by putting on sleeves in place of bells." * * * "I repaired forty-four by putting on half sleeves."

As the length of a pipe was about ninety feet the length repaired was about one mile and a half, of the two and a half that he went over.

Mr. Kuichling says in testimony given in the same suit:

"The plans for those pipes [the wrought iron conduit] the original design was made by myself, both the two foot and the three. The general design of it was made by me, the details afterward." * * *

On the subject of a brick conduit Mr. Kuichling testified as follows:

Question: State whether in your opinion a brick conduit could have been built, with brick at $1 a thousand, as cheaply as the iron line of conduit that was substituted for it?

Answer: Under the circumstances I don't think it could have been done or built so cheap as a wrought iron conduit.

Mr. Kuichling further states in his testimony that a brick conduit would require an expensive foundation, but the fact still remains that with hard burnt brick at $1 a thousand, and with the expensive foundation which Mr. Kuichling declares was necessary, that the brick conduit would cost not to exceed $4 per lineal foot, while the wrought iron conduit which was substituted actually cost more than $8 a foot.

TAX-PAYER.

Rochester, N. Y., Sept. 3, 1890.

EQUALIZATION OF TAXES.

The equalization table for 1890 adopted by the state board on the 2nd of September, shows the following valuations and changes in Monroe and adjacent counties:

COUNTIES.	*Assessed value of real estate, 1889.*	*Assessed value of personal estate, 1889.*	*Total assessed value of real and personal estate, 1889.*	*Amount deducted from assessed value of real estate.*	*Amount added to assessed value of real estate.*	*Equalized value of real estate.*	*Total equalized real and personal.*
Livingston	23,420,776	2,912,422	26,332,[illegible]	861,736	......	22,573,039	25,[illegible]
Monroe	118,907,545	7,393,408	126,300,953	26,187,972	......	92,719,573	100,012,981
Ontario	31,732,425	2,717,753	34,450,178	4,925,009	......	26,807,026	29,525,[illegible]
Orleans	16,063,300	1,682,000	17,745,300	2,911,479	......	13,151,811	14,833,[illegible]
Schuyler	6,546,062	671,288	7,217,350	332,048	......	6,214,016	6,885,[illegible]
Seneca	16,169,871	2,185,186	18,354,857	2,930,608	......	13,238,675	15,423,[illegible]
Steuben	29,385,794	2,600,032	31,985,826	6,411,872	......	22,913,924	25,514,[illegible]
Wayne	25,209,506	2,330,426	27,539,932	2,273,930	......	[illegible]	[illegible]
Wyoming	13,506,715	1,098,043	14,604,758	......	......	13,506,715	14,604,758
Yates	10,957,634	1,050,525	12,008,159	......	......	10,957,634	12,008,159
New York	1,331,575,391	223,154,177	1,554,729,568	......	122,061,343	1,453,636,734	1,676,790,911

The changes in assessed values of real estate amount to $194,699,200. That is, this amount is taken from the assessment of certain counties and added to other counties which have shown such an increase of values or such discrepancies in former valuations as to warrant the change. It will be seen from the above table that $122,061,343 is added to the assessed valuation of the county of New York, while a deduction of $26,187,972 is made from the former valuation of real estate in the county of Monroe. This reduction is not so much owing to a shrinkage of values as to the fact that the assessors of Monroe county had endeavored to obey the law while other counties had neglected it, thereby gaining an advantage. The state assessors in their report to the Board of Equalization entered into a discussion of the valuation of property in the city of New York and showed conclusively that the complaints of the city officials in regard to overvaluation were unfounded. The valuation of the city is accordingly increased by a large sum.

THE POLITICS OF IT.

As to the point of choosing a Democratic engineer to which the *Herald* returns this morning, we have only to repeat in substance what we said in the beginning: A Republican held the position for about eighteen years; and the fact that a man proposed as his successor is a Democrat is neither a qualification nor a disqualification. If the partisan declaration made by a member of the Executive Board be taken as good ground for excluding a Democrat, then the plain fact is that only a Republican can be considered eligible to an office held by a Republican since its creation and now vacant for the first time. Men who insist that only a Republican must be chosen to this vacant position take precisely the partisan ground that Mr. Armbruster took in saying that only a Democrat should be chosen. We say simply that the place is vacant; and no candidate should be shut out on political pretenses of any kind.—*Post Express.*

The above is hardly a fair statement of the situation. The place referred to is not vacant, but is filled temporarily by Mr. Rafter, who was Mr. Tubbs's chief assistant and who has discharged the heavy and peculiar responsibilities of the office in a manner eminently acceptable. Virtually Mr. Rafter was placed at the head of the Water Works Department on trial and how well he has endured the test it is scarcely necessary to remind the public. No one, we believe, has insisted that a Republican must be chosen to fill the place permanently, but the claim is made that a man who has proved his capability by his works should not be deposed simply because he is a Republican. It is a question of efficiency and not of politics, but other things being equal, as a matter of common justice it would seem that Mr. Rafter should be given the preference. He has served the city faithfully and well at a critical period and he is now discharging the duties of chief engineer with prudence, skill and sound common sense. Circumstances have removed him from the level of other aspirants for the position and unless it can be shown that he lacks the necessary qualifications, it is difficult to understand upon what moral grounds his discharge could be successfully defended.

The *Post Express* has indulged in covert threats several times, but thus far Mr. Armbruster's declaration "I want a Democrat in that position," seems to be the only ground upon which it is proposed to remove Mr. Rafter.

THE BUSINESS OUTLOOK

Bright Prospects of a Brisk Fall Trade in Rochester.

MONEY PLENTIFUL AND EASY

Men in Many Lines of Trade Give Their Reasons for Taking a Most Cheerful View of the Opening Business Season.

The fall trade has opened early in Rochester with bright prospects of a season of unusual activity in business. Money, though in strong demand, is plentiful at easy rates and business in almost every line, wholesale and retail, seems to be booming. This brief generalization sums up the results of a number of interviews had by DEMOCRAT AND CHRONICLE reporters with prominent Rochester business men yesterday, some of which are given below:

A. C. Williams of Williams & Hoyt, said: "We have had a good average trade and I think the prospects flattering for a good fall trade. The price of leather has advanced, but notwithstanding we have had a good fall trade."

Other shoe manufacturers said substantially the same thing and took the same view of the business outlook for the fall.

George B. Watkins, manager of Glenny & Co.'s, establishment said: "Our trade has been first class all summer and promises to continue so during the coming season. Of course it is a little early yet to tell what the country trade will be, as the farmers do not do their winter shopping until their own work is all out of the way. They have been complaining about dry weather and short crops all summer, but I imagine things will be evened up pretty well in the end. We have a great deal of the country people's trade and as they pay cash for what they buy we are glad to get it and hope they will have a successful season. The sale of the better class of goods is up to the average and that shows a pretty prosperous condition of affairs. I can only say that I hope the sales during the coming season will be as large as on the first two days of September."

Dealers in furniture and house furnishing goods are looking forward to a prosperous season. Said Albert Beir yesterday to a DEMOCRAT AND CHRONICLE reporter, "Rochester is a constantly growing city; houses are being built all the time and in consequence the trade in our line of goods is brisk the year around. Another large class of our patrons are from surrounding villages and their trade promises to be very large this fall. Of course our large sales are of medium-priced goods, but the sale of high-priced furniture is up to the average. Taking all things into consideration there is every reason to expect that we will have a very good trade during the coming fall and winter."

Charles F. Pond, cashier of the Commercial National Bank, said: "Business in many lines is moving earlier this year than usual and the indications for the fall are very encouraging. There is a strong demand for money and a notable increase in business even before the beginning of the season."

D. W. Powers said: "Business at present is very good and bids fair to be bright and lively this fall. There is more demand for money, which commodity is not as scarce as it has been for some months."

C. Henry Amsden said: "I have not seen a greater demand for money in the last five years than we are now having. Money, too, is not so tight and collections are easier. I think the prospects for a good business season for the next six months at least are extremely favorable."

J. A. Hayden, of the Hayden Furniture Company, said: "The present outlook for the fall and winter trade in our business is very encouraging. Sales during the summer have been more satisfactory and our agents report the present season the best in several years past. Inquiries for quotations are coming in early and all things point to good sales during the coming season. Collections are rather slow, but all branches of trade are troubled that way."

Said one of the managers of William S. Kimball & Co.'s manufactory when asked the condition of trade in his business, "The sales during August were the largest during our business career, and we are looking forward to a very brisk trade during the coming fall and winter. As a large percentage of our patrons take advantage of the cash discount we offer, we have very little trouble with collections."

The manager of one of the largest hardware stores said yesterday: "It would take a column of your paper to describe the state of trade in our line, but I can say briefly that it has been good during the past season, is good now and as far as I can foresee, will continue so. The output of goods is fairly large, but collections are slow, although pretty sure."

John Fahy said: "No man has ever yet successfully told what the future will develop, but I think I am pretty safe in saying that the coming season will be a good one in our business. While I have heard a few complaints from country tradesman, I can say that our own business has been above the average the past summer. There has been a great deal of complaint by the farmers of dry weather, short crops, etc., but I do not imagine that their patronage will fall off any, for while their salable products are smaller the prices paid for them are proportionately higher than they were last year when there was an over abundance of farm produce on the market. Everything points to a very brisk season this fall. A marked increase of sales in some of our departments has been noticed already this week, although we have scarcely begun on September yet."

Jewelry and other articles sold in a jewelry store are not classed among the necessities of life and consequently when trade in this line of goods is brisk it denotes a prosperous state of affairs among the people. Several jewelers were seen by a DEMOCRAT AND CHRONICLE reporter yesterday and all said that their sales had been very satisfactory during the summer, and promised to be during the fall and winter. Instead of the increased price of silver affecting unfavorably the sale of goods manufactured of that metal, one dealer said his trade had increased lately, while others said theirs had not decreased.

George C. Buell said: "Trade is good and I see no reason to look for anything else but good business. Some localities and lines of trade will, owing to the failure in the fruit crop, be somewhat embarrassed but average trade will be even larger than it was a year ago."

C. E. Morris said: "Aside from the farmers' losses and consequent lack of money I see no reason why we should not have a good season. I believe there will be a good fall trade."

J. H. Howe of Howe & Rogers said: "Business at present is very fair and the outlook for the coming season is most encouraging. We have had a number of large sales lately from out of town which seems to show that Rochester is recognized as a good place to purchase goods."

L. G. Wetmore of Scrantom, Wetmore & Co., said: "The outlook is very flattering and I think we are going to have as good a fall trade as we ever experienced."

Said one of the members of the hardware firm of Weaver, Palmer & Richmond, "Our trade has been first class during the past summer; during August it was larger than ever before in one month. The prospects for the future are also encouraging aside from the country trade. Dealing in agricultural implements as we do, we came in direct contact with the farmers and fruit growers. While the shortage of the crop will materially reduce the farmers' revenue, the total failure of some portions of the fruit crop will affect growers very seriously; indeed, no class of producers will suffer more seriously than they. Aside from this trade, however, the outlook for the fall and winter is very encouraging.

William W. Beadle, of Carroll, Beadle & Co., said: "We have increased our facilities for business during the season and consequently our sales have been exceptionally large. The weather has much to do in affecting trade and this season has been peculiar in that respect, July was so intensely hot that the sale of light goods was heavy, and the sudden change of temperature in

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August caused a brisk trade in a class of goods that usually is not wanted until a month or two later. I consider the trade outlook for the coming season to be fair. No booming sales, but a good healthy trade that compares favorably with that of previous years.

Charles J. Burke, of Burke, FitzSimons, Hone & Co., when asked his opinion of the revival of fall trade, pointed down the store which was filled with customers and said: "That is the best indicator of trade to my mind. Although the busy season has scarcely begun yet, our trade has been brisk. The steady growth of the city is a factor to be considered in comparing this year's trade with that of previous seasons, but the outlook seems very favorable."

William Eastwood said: "The school children have been flocking back to the city this week and as they have to be reshod, sales have been unusually brisk. I should consider the outlook for next season as only fair. Rochester merchants draw on nearly every town in Western New York for customers and naturally include many farmers. There is not a genuine feeling of prosperity among Western New York farmers. Fruit crops promise to be light, and the condition of crops usually affects the condition of trade. Our sales so far this season, however, compare favorably with those of previous years."

Henry Michaels said: "I don't think wholesale clothing manufacturers in Rochester have any reason to complain of their sales this season. Considering the unfavorable weather of last winter the spring trade has been exceptionally good. Rochester clothing has a good reputation throughout the country and finds a market in nearly every state. One thing that helps us in getting out a good quality of goods is that nearly all our workmen own their little homes here, and are therefore interested in the success of their firm. In larger cities many tailors are migratory and take only a passing interest in their work. We are now closing out our orders for winter stock and in a month or two will begin cutting summer goods."

Stein, Bloch & Co., said that their trade had been fully equal to that of former seasons and that the outlook was very flattering.

Joseph Cauffman, of Cauffman, Dinkelspiel & Co., said: "Our sales have been beyond our expectations this season, and we are looking for a brisk trade to come."

The Post-Express.
ROCHESTER, THURSDAY, SEPT. 4.

THE GATES WELL

THE FARMERS ROUNDABOUT MAKE LOUD COMPLAINTS.

Springs and Wells in the Vicinity Running Dry as a Result of the Pumping — Legal Proceedings Threatened by the Farmers.

While the public attention continues to be occupied with the condition of the reservoirs, the state of the pipe line and the pressure at the reservoir fountain and every one is discussing gravity, pressure, hydraulic gradients, co-efficients, and the rest of it, Mr. Rafter and the executive board are still keeping an anxious eye upon the Gates well. The road leading to this memorable spring is now placarded with signs "To the Well," while those employed at the pumping station, unlike Gate Keeper Conway at Mt. Hope reservoir, explain the situation with courtesy and patience to the dozens of curious visitors who drive to the place daily. The well seems to continue to give forth about the same quantity of water as at first but the water which formerly ran over the top of the pipe falls rapidly when pumping has been continued for any length of time. The quality of the water continues as at first. Its temperature in the hottest summer weather is 37° and the water is as clear as crystal. It still possesses a slight taste of sulphur, but not to an extent sufficient to be at all disagreeable. When the pump is stopped the water in the well rises rapidly, but when pumping is resumed it falls with nearly equal rapidity, and though it has usually retained a depth of about eight feet it is a serious question whether, were pumping long continued, the well would continue to furnish the supply calculated upon or, still worse, whether it would not run dry altogether. This is the point to decide which all the experiments with the well are now being made.

Tuesday night the water in the pipe had fallen seven feet below its former level. Pumping was stopped, and at 8 o'clock yesterday morning, when pumping was resumed, the water had risen to within eight inches of the top of the pipe. The following measurement, showing the gradual lowering of the water, were taken: At 9 o'clock, 3 ft. 10½ in. from top of pipe; 10 o'clock, 4 ft. 5 in.; 11, 4 ft. 9½ in.; 12, 5 ft. ½ in.; 1, 5 ft. 4½ in.; 2, 5 ft. 8½ in. 3, 5 ft. 10½ in.

The continued pumping at the well has swollen the little brook which used to flow from the spring into quite a stream and farmers in the neighborhood began to complain that their lands were being flooded. Employees of the executive board were at work yesterday widening the channel at various points along the stream in order to avoid further complaints.

But a difficulty which no one who examined the well, including geologists, scientists and engineers who have inspected it from time to time, foresaw has now arisen and, should the city authorities finally conclude to draw water from the Gates well, it may hereafter prove a prolific source of dispute, annoyance and litigation. The pump was put in operation August 18th and had scarcely been in operation a week when farmers in the vicinity [illegible] their wells which had never been known to fail in the dryest season ran low or disappeared in a week when rain falls were frequent. As soon as people began to discover that this state of [illegible] pumping is going forward complaints began to pour in upon those in charge of the pump. These complaints have been received from men living a mile down the Rapids road on the one side and from Lincoln park residents on the other.

Having heard rumors in substance such as given above a POST-EXPRESS reporter yesterday afternoon drove to the Gates well and interviewed several farmers living in the vicinity.

Mrs. Thomas Beldue said that last week her pump worked so hard that she could hardly bring up water at all, and that the water in her well was much lower than formerly.

S. K. Pixley, living on the Rapids road, when the reporter called, remarked that he had been trying to find time to do the very thing that the reporter was doing. He and his neighbors were suffering from a scarcity of water and he wished to find how many were in the same boat with them. "Of course," said he, "we don't want to make a fuss before we are certain that we have been injured, but we are convinced that, should that pumping be continued for any length of time our wells would run very low or dry altogether. A year ago I had a well near my house sunk sixty-five feet and could get all the water I wanted from it all through the hottest part of the summer. We never noticed a lack of water until shortly after the pumping began, but now we can't draw fifty quarts from the well before she runs dry. Here, I'll show you." Mr. Pixley led the way to the pump. The well yielded forty quarts of water and then ran dry. Lower on Mr. Pixley's farm there is a spring from which water is pumped by a windmill to the barns. This spring has also been running low though it has continued, thus far, to yield all the water wanted. Curiously enough the water about the spring had increased about a foot and a half in depth during the night and had fallen again during the day, giving another marked indication that there is a direct connection between the Gates well and the surrounding springs.

W. S. Steinchamp, living just east of the Pixley farm, said that his own well was sunk to a depth of about twenty feet and that it usually ran dry in the summer time. "You see," said Steinchamp, "my well don't strike the same vein of water that the Gates well strikes. Now my son across the street, his well goes down sixty feet or more and since they have been pumping it has run most dry. I have heard that the well down there goes down 160 feet. Now (setting his hat on his knee and wiping his glasses) if that well goes down 160 feet and my son's well goes down only 60 feet they don't strike the same vein of water, don't you see?"

The reporter assured Mr. Steinchamp that the Gates well does not go down 160 feet.

"Well" he continued with that keen insight into the mysteries of hyhraulics which has so long been the pride of Rochester citizens and which is now spreading into the rural districts with astonishing rapidity. "Well ef that well and my son's well strike the same vein of water then that pumping down there makes us lose our water and we won't stand it, eh, Pixley?". Mr. Pixley had accompanied the reporter on his visit to Mr. Steinchamp, and heartily agreed that if it were clearly established that wells were being lowered through the operation of the pump there would be trouble.

"We'll 'aw suit 'em" put in Steinchamp, "if that well strikes the same vein of water our wells strike, we'll law suit 'em."

L. Burnet, also living on the rapids road, complains that the well upon which he is dependant for watering his cattle has begun to run low since the pumping commenced and he fears that, should it continue for any length of time, his well will run dry altogether.

William H. Porter, residing on the Chili road west of the railroad tracks, said that his well ran very low last week though it had never failed in the hottest dryest summer. He had not had much occasion to use it this week and consequently did not know whether or not it still continued to run low.

Edwin S. Rose, living west of Mr. Porter on the Chili road, has been more unfortunate with regard to his wells and springs than any of his neighbors. A perennial spring forms a small but pretty little pond in a grove upon some pasture land belonging to him, and he has been accustomed to water his cattle there for years. Last week pond, spring, brook and all suddenly disappeared and he has been obliged to pasture his cattle in a lot near his house. A spring near the farm has also been running very low and if this gives out also he will be obliged to depend upon surface water for his cattle.

The farmers are at a loss to account for all these things, unless they be attributed to the supply of water which is being forced from the Gates well. Several of them told a reporter yesterday that they only needed to be convinced that this was the cause of the trouble to induce them to bring legal proceedings against the city should the latter conclude to draw a portion of its water supply from the Gates well.

One or two of the farmers seen by the reporter averred that their wells were all right. Several others said that their wells had given them no trouble as yet, but that they were noticeably lower. It would be interesting from a scientific as well as from a practical point of view to know just to what distance and to what extent wells and springs are affected by the pumping of water in Gates.

Water Works Investigation. Alderman Selye is anxious to have the water works department investigated and the meter system tested. He says the resolution calling for an investigation of [illegible] of the poor fund, fireman's fund, board of education and city clerk's office. He is anxious to have the investigation proceed and thus hopes to prevent the purchase of land in Honeoye valley and the building of a new conduit.

THE UNION AND ADVERTISER
ROCHESTER, N. Y., SEPTEMBER 5, 1890.
OFFICIAL PAPER OF THE CITY.

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THE ENGINEER SELECTED.

This morning the Executive Board chose Emil Kuichling to be Chief Engineer of the Water Works. Mr. Kuichling has been a resident of Rochester for nearly forty years. His professional work has been largely done here, and there are few of the UNION's readers who do not know all about him. A record of his life and of his public and professional services will be found elsewhere.

While the UNION has had no candidate for Water Works Engineer, and has only desired that the most competent person available should be chosen, it is gratified, as many of its readers will be, that the Board on whom the responsibility of the choice has rested, have felt justified in entrusting this important charge to a life-long citizen of Rochester. The UNION congratulates Mr. Kuichling very heartily, and wishes him every success in his new work.

A NEW CHIEF ENGINEER

EMIL KUICHLING APPOINTED THE SUCCESSOR OF J. NELSON TUBBS.

Action Taken by the Executive Board—Statement by Chairman Armbruster—Sketch of the Man Who Will Assume Charge of the Rochester Water Works.

At the meeting of the Executive Board this morning, under the head of unfinished business, the election of a chief engineer of the water works was brought up and Chairman Armbruster nominated Emil Kuichling for the position, reading the following statement of his reasons for taking this step:

GENTLEMEN—Believing in placing the responsibility of the management of the Executive Board in the hands of the party to which the people have entrusted the affairs of our board, it affords me great pleasure to be able to nominate as Chief Engineer of our Water Works Mr. Emil Kuichling, a citizen of Rochester, and the son of one of our oldest and most respected families.

CHIEF ENGINEER EMIL KUICHLING.

Mr. Kuichling is a man who needs no recommendation at my hands. His name and fame as a civil engineer have reached all parts of the United States, as well as Europe. He stands in the front rank of civil engineers. His services are in demand from all parts of the United States; he is consulted frequently by authorities in engineering; his opinions are sought for, and who will not be proud to know that a son of Rochester, is placed in charge of our water works system. In this connection I would say that we, the members of the Executive Board should try to supply water to our city at the lowest possible rates, so that instead of factory and manufacturing interests leaving Rochester, they should be induced to come here and locate. I believe in plenty of water [illegible] about to construct additional water lines, we want to know just how much money it will cost our city. In Mr. Kuichling I feel confident I name a man who will give you a careful and conscientious estimate of cost of our additional lines, and we will then know how much money must be expended to maintain Rochester's prestige as a manufacturing center.

Mr. Aldridge said he could only reiterate his remarks of a week ago. He regretted exceedingly that such action was contemplated, believing the acting engineer should remain in charge. He believed that when the time came for constructing another conduit the best engineer for the position should be secured from abroad, no matter at what cost.

The roll was then called. Messrs. Armbruster and Barnard voted for Mr. Kuichling and Mr. Aldridge for Mr. Rafter, the acting chief engineer. Mr. Kuichling was accordingly declared elected.

It is learned that Mr. Kuichling will accept the appointment. He is in the city at present and, it is understood, will assume his new position at once. The action taken this morning leaves Mr. Rafter in the position which he occupied before Mr. Tubbs' resignation, assistant engineer in charge of additional water supply.

Emil Kuichling was born at Kehl, Germany, in January, 1848, and is, therefore, 42 years of age. His father, the late Dr. Louis Kuichling, who died a few years ago, became identified with the Republican revolutionary party in Germany in '48 and as he took a prominent part in the movement, he was compelled on its defeat, to seek an asylum outside his native country, his rights as a citizen of Germany having been declared forfeited. The doctor accordingly came to the United States with his family, while the subject of this sketch was an infant, and was induced to settle in Rochester by friends then living here. Since that time the family home has remained in this city. When a boy Emil attended the old Porter school on Fitzhugh street, and subsequently the old Satterlee Academic Institute on Atwater street, now Central avenue. At the age of 13 he completed his academic course. From 1861 to 1864 his school studies were discontinued and his practical training as a civil engineer commenced during that period. In 1862, at the age of 14, he started work as chainman on the Erie canal. In the summers of 1863 and 1864, he left his work on the canal to take a position in the City Surveyor's office, Cyrus Beardsley and the late Daniel Richmond being the city surveyors in those years. In the fall of '64 he entered the University of Rochester, and graduated from the regular art course in 1868. He then took a post graduate course, and in 1869 received the degree of civil engineer, the first degree of the kind given at the institution. During the time while he was pursuing his university course he continued to add to his practical acquirements by working either on the canal or in the City Surveyor's office during the summer vacations. After completing his post-graduate course at the university he took the full three years' civil engineering course at the Polytechnic school in Carlsrhue, Germany, one of the oldest and best known institutions of the kind in Europe, completing this course in 1872. During these three years he visited the principal public works in Great Britain, France, Germany, Austria and Italy.

Mr. Kuichling's official career in Rochester commenced in 1873, when he was engaged as assistant engineer of the Water Works Department under Chief Engineer Tubbs. He filled this position until he was elected a member of the Executive Board in 1885. After serving two years and six months as a member of the board he resigned to take charge of the East Side trunk sewer surveys and plans. His work in this large undertaking is familiar to all citizens. He completed his labors in 1889, and as he was much worn out by his uninterrupted application to his duties took a trip to Europe, returning much improved in health. Since his return he has been connected with the mammoth East Jersey Water Company as assistant to Engineer Clement Herschel.

Mr. Kuichling's services have also been given from time to time on several other important works. He has been employed as consulting engineer by the State Board of Health from its creation to the present time. His reports on various questions submitted to the city of Rochester are quoted in the best known engineering and polytechnic text books of the day, and which are used both in this country and in Europe.

The new engineer has traveled extensively. He first became familiar with large public works in the various countries of Europe, while he was pursuing his higher studies, as previously stated. In 1883 and '84 he took another trip abroad of several months duration for the special purpose of studying the questions of sewage disposal, water supply works and municipal engineering generally. This trip was repeated last year, as before mentioned. As a result of his trip in 1883-84, what is known as the pail system, now in use at Hemlock lake, was developed and introduced. It may be mentioned to Mr. Kuichling's credit that at no time while in the city's services did his salary continue during a vacation, or during these trips abroad, and no portion of the expense of these trips was borne by the city. As a result of his travels the new engineer is thoroughly familiar with municipal affairs in the leading cities of the world and has a wide acquaintance with the methods of all the noted engineers of the day. He is a most affable and cultured gentlemen, and has a host of warm personal friends. In politics he has always been a Democrat.

Herald Sept 5th '90.

GENERAL BENEFIT

DERIVED FROM BETTER HIGHWAYS.

They are of Great Importance Not Only to Farmers but Also to Inhabitants of Cities—State Road Law Needed.

The common road is to the farmer a part of the machinery of commerce. It bears a marked mechanical relation to the farm wagon, and to the power by which the wagon is moved—the same relation that a steel rail bears to the railway car and to the locomotive. The wagon and the car are alike in many essential points, subject under similar conditions to the same rules of cause and effect; and when both are used upon the hard steel rails of the railway track they resemble each other in the efficient results which they severally attain. But the common road is the track upon which the wagon is designed to roll, and it has the same claim to the respectful consideration and intelligent treatment of its owner—the public—as are accorded to the railway by its owner—the railway corporation. In the maintenance of the railway track it is found that the two conditions of smoothness and hardness are indispensable to the economical management of business. They save time, power, money. They enable the railway company to carry grain from Chicago to New York for twenty cents per hundred pounds, and make a handsome profit by the operation.

These two conditions of smoothness and hardness make up the essential difference between the railway track and the farmer's highway; not that it is urged that the common road can be made to fully rival the railway track in point of efficiency, but as regards the power required to move the millions of tons of produce which are annually hauled over miles of country roads. It can be so largely diminished by the use of smooth and hard roads that the wisdom of the railway corporation would be demonstrated to every farmer by an object lesson in which he could find both interest and profit. A good road is always good, independent of the weather. The average country road is intermittent in its condition; in sympathy with the caprice of sun and storm; a streak of disturbed soil, fringed by weeds and crowded by fences. It absorbs with irksome slowness the forty odd inches of annual rainfall which falls upon its surface, and for weeks at a time is useless for any of the substantial purposes of travel or traffic. In summer it is flocculent, impalpable, powdery; in winter, soluble, sticky and soft. It is condemned by our own experience and shamed by comparison with the roads of other countries. It is maintained by a system which every enlightened country of Europe has long since condemned and discarded as extravagant and unfit for the purposes of modern civilization.

To carry on the business of agriculture these roads in their present condition require the farmers of the state of New York alone to maintain permanently the sum of $65,000,000 invested in farm horses, of which at least 30 per cent. could be saved by the use of properly constructed highways. Add to this sum a fair estimate for the saving of help, time, wagons and harness, and the increased value of farming lands which always follows the construction of good roads, and the conclusion is easily reached that the cost of improved roads, as shown by the experience of other countries, would be profitable for the people of today and a lasting legacy to future generations.

But if good roads are a benefit to the farmer it must not be forgotten that they are also in a great degree important and valuable to the cities as well. The increased cost of hauling produce over bad roads is added to the ultimate market price, and is paid in the end by the consumer. The certainty of good roads the year round insures the uniformity of supply, enlarges the farming territory which contributes to the home market, and increases the business of town and country. The enhanced value of rural property under the influence of better roads tends to equalize assessments and lighten the proportionate share of the cities in the payment of state taxes. The manufacturer and tradesman are directly benefited by the maintenance of good roads, and every citizen who uses these roads.

To the farmer of New York state they would cost scarcely anything. Indeed, if a balance were to be "struck" between the expense and the income the cost would be less than nothing. In the state of New York the farmers are peculiarly fortunate. They pay a comparatively small portion of the state taxes, and in the improvement and maintenance of the principal roads under a general state law the farmers' contribution would be exceedingly light. It has been proposed to raise the sum of $10,000,000 by a state loan, payable in seventeen years and at a low rate of interest, and to devote the entire sum to the improvement of the country roads. This would be sufficient to construct an average of fifty miles of splendid roads in every county of the state, and the entire yearly assessment upon a farm of the value of $10,000 would be less than $2.

Leaving out of the question the great advantages which such roads would give to the farmer in the carrying on of his business, it will be seen that an increase of only 1 per cent. in the value of any farm would amount to more than double the entire tax levied upon the farm for the purposes of this improvement. The reason for all this lies in the fact that about 85 per cent. of all this expense would be paid by the cities. They will, naturally, in some cases object to this proposition, but the stock arguments which have been used by the cities to oppose state roads have given way to the views of liberal statesmen in other countries as they will in this. In France the principal roads, those model roads from which all the world might take pattern, are made and maintained by the general government, and from the day of their completion these roads have added to the wealth and thrift and happiness of the whole nation. Any legislation, then, which tends to improve the country roads is directly in the interest of the farmer, though in a general sense of benefit to the entire state.—Address by Isaac B. Potter.

Post Express Sept 19th '90.

POPULATION OF WESTERN NEW YORK.

What the Census Shows Regarding Villages Near Rochester.

The following table shows the population of most of the villages in this part of the state, tributary to Rochester, as reported in the census of 1880 and as it is now:

	1890.	1880.
Albion	4,500	—
Attica	2,600	1,935
Avoca	1,200	492
Avon	1,700	1,617
Batavia	10,000	4,845
Bath	3,300	3,183
Brockport	4,000	4,039
Caledonia	1,100	1,497
Canandaigua	6,000	5,726
Charlotte	962	962
Clifton Springs	1,500	1,804
Clyde	3,000	2,826
Cohocton	1,000	—
Corning	5,000	4,802
Cuba	1,800	1,350
Dansville	4,500	3,625
Dundee	1,200	1,025
Fairport	3,000	1,925
Friendship	2,500	474
Geneseo	2,000	1,925
Geneva	7,000	5,878
Havana	1,650	1,273
Holley	1,800	1,018
Honeoye Falls	1,038	1,094
Hornellsville	12,000	8,195
Horse Heads	2,400	1,634
Le Roy	5,000	—
Lima	1,000	1,878
Lyons	4,000	3,820
Macedon	950	588
Medina	5,000	3,632
Middleport	1,200	781
Mt. Morris	2,000	1,800
Naples	[illegible]	[illegible]
Newark	1,200	1,037
Nunda	10,000	3,036
Olean	[illegible]	[illegible]
Ontario	1,000	—
Painted Post	1,500	—
Palmyra	3,000	2,808
Penn Yan	4,000	3,475
Perry	1,507	1,115
Phelps	1,800	1,980
Port Byron	1,300	1,140
Seneca Falls	6,500	5,880
Shortsville	900	—
Spencerport	650	670
Warsaw	6,000	1,910
Waterloo	4,000	3,893
Weedsport	2,000	1,411
Wellsville	4,000	2,049
Wolcott	2,000	—

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UTICA, SATURDAY, SEPTEMBER 13, 1890.

Globe

THE FIRST JOB OF ROCHESTER'S NEW ENGINEER.

EMIL TO THE CHAMBER OF COMMERCE BILL POSTER: "Say, You Representative of Squatter Sovereignty, If You Dare to Post Another Bill on That Fence I Will Fill You so Full of Lead That You Will Think You Are a Shot Tower!"

(Sub. ect of Cartoon.)

THE CHAMBER OF COMMERCE BILL POSTER.

"Well, father, the bill poster seems to have got around."

"Yes, my son, he got up early in the morning."

"Is he a city official, father?"

"No, my son, he belongs to the Chamber of Commerce, a family that has lately squatted down in this vicinity and holds claim to property without title or deed."

"Is it a large family?"

"In self-importance it is one of the largest in the country. Its Ros(s)-ter keeper Hath-a-way of Angle-ling after the Uptons of society and Chase-ing after the Towns-end bloods, and slighting the poorer class howevEr-est-imable they might be, until they imagine that they have a Grant to become a house of Lords, and are now Hunting for a coat of arms. The mother, Madam Buell, should be old enough to see her Frey and Warn-'er children against the New-'ll awaiting them, because 'Ell-wood never let them go if they once got Hunted into that Dry-'er-blest region. The old man is very Wil(e)y at times and often forgets the Wright Curtis'es of society that should be always held in Fee by all "pars" and Par-sons no matter whether they live in huts or mansions. But the family is fading away even as fades the Green-leaf, the At-wood adornment, that af-Fords a mark for the Frost. At their meals they employ a German Cook, and their Cutler-y would make an epicurian Hough-y and place him in a Peck of trouble, even if the meals were eaten in a Booth near where they Brew-ster-ling ales. They own a team of Hamilton-ians, bred at Barry Center, that they bought of a farmer Chap— in that place, and they just think them Divine —."

"Father, father, father, will you never run down?"

"If you are sufficiently punished for asking foolish questions we will resume the even tenor of our conversation."

"The bill poster seems to be resting from his labors a moment."

"He is bored by a bystander, my son."

"It looks as if he would not remain in that locality much longer."

"You are right, my boy. That gun is not much of an attraction, but rather a detraction to the satisfaction of that commercial faction, and if he does not make a retraction he will have to make tracks soon and not come back soon either."

"Have the Chamber of Commerce a license for this kind of work?"

"That is nearly the sense that they have got, my son."

"Who issued the license, father?"

"They did, themselves."

"There is one thing that they have not undertaken."

"What is that, my hopeful?"

"To settle the electric street car pole question."

"There is but one thing that can settle that, my son."

"What is that, sire?"

"The last day."

JOHN E. MOREY.

Death of an Esteemed Resident of the Flower City.

ROCHESTER, Sept. 12.—One of the most highly esteemed residents of the Flower City passed away at an early hour Thursday morning in the person of John E. Morey, Sr. Born in Onondaga county in 1821, Mr. Morey, after securing a common school education, went West, and in Maumee, Ohio, and Adrian, Mich., learned the printer's trade. In 1841 he came to this city and assumed the superintendency of the Daily American office, which he held until 1850, when he became a proprietor of the paper. In 1855 he secured a partnership in the Daily Advertiser and disposed of the stock he had held in the American. Two years later he purchased the entire plant and assisted in the consolidation of the Rochester Daily Union with the Advertiser. Up to 1885 he was one of the proprietors of the paper, but since that year he disposed of his partnership and had since lived a retired life.

Politically Mr. Morey was a Democrat, but with one exception never held office. That exception was when he served as alderman of the Tenth Ward from 1855 to 1857. In fraternal and social organization

JOHN E. MOREY.

he was held in the earnest regard. He was a member of Rochester Lodge, 660, F. and A. M., and past master of the lodge since 1874. He was identified also with Ionic chapter, 210, R. A. M., Cyrene Commandery, 39, K. T., and the Abelard Club, membership in which is confined to Knights Templar, and the Rochester Whist Club. He is also a member of the Rochester grand consistory. He had attained to the 22d degree in Masonry and was one of the most prominent members of the fraternity in this city.

Salvator to date has won $113,280 only $8,297 less than stands to the credit of Hanover, while Firenzi has won $102,026, to Miss Woodford's $118,750. To own two horses that combined have won $215,306 in stakes and purses, and that are still carrying the colors to the front, is at least some gratification to Millionaire Haggin and a just reward for his liberal expenditure in horse flesh.

... confines itself entirely to the flavors of rich, fatty substances. This subdivision of faculties in the tongue makes each piece of food undergo three separate examinations, which must be successfully passed before it is admitted into full participation in the human economy.

What the Honeymoon Is.

The honeymoon is that part of married life when the bride spends her time in try-...

D & C Sept 25th '90

THE JERSEY MEN.

Banquet to the Western New York Jersey Cattle Breeders Last Evening.

The members of the Western New York Jersey Cattle Breeder's Association and invited guests sat down to a banquet in the Chamber of Commerce rooms last evening. After due attention to a tempting *menu*, arranged and served by Teall, several hours were spent in an informal discussion of the merits of Jersey cattle, methods of breeding and other kindred topics of particular interest to the raisers of fine stock. The discussion was enlivened by numerous jokes and stories. L. P. Ross spoke of the benefit to be derived from the meetings of the association and in behalf of the Chamber of Commerce invited the members to meet in this city annually.

Among the other speakers were S. H. Hammond, Geneva; Gilbert M. Tucker of the *Country Gentleman*, Albany; Frank S. Peer, Mt. Morris; Josiah Tilden, Galesburg, Ill.; D. H. Jenkins, Indianapolis; Albert W. Lawton, Auburn; Henry N. McKinley, owner of the celebrated Merrydale herd of Delaware county, and R. A. Sibley, H. P. Hopkins, Jacob Howe, George E. Peer, David K. Bell, Dr. Witbeck, Joseph T. Alling and Howard A. Smith, of this city.

The officers of the association are R. A. Sibley, president; H. P. Hopkins, vice-president; L. D. Ely, secretary, and George E. Peer, treasurer.

The Post-Express.
ROCHESTER, TUESDAY, SEPT. 30.
Telephone Call - - 25 A

WEATHER REPORT.

Local forecast September 30th for Rochester and vicinity until 8 p. m. Wednesday: Continued fair weather; warmer.

W. O. BAILEY,
Serg. Signal Corps.

WEATHER FORECAST.

WASHINGTON, Sept. 30.—For eastern New York, fair, slightly warmer, westerly winds. For western New York, fair, stationary temperature, variable winds.

SPONGE IN THE PIPE.

Mr. Tubbs Thinks That May Explain the Deficiency in the Flow.

Ex-Chief Engineer J. Nelson Tubbs now occupies a cozy office at 405 Wilder building. A POST-EXPRESS reporter visited the former head of the water works department at his office this morning, and had an interesting chat with him. The reporter asked Mr. Tubbs, whether in his opinion, the discovery of a quantity of sponge in the twenty-four inch cast-iron pipe explained the deficiency of two million gallons in the flow. "Yes, I think so," replied Mr. Tubbs, "that is, if the presence of the sponge in the pipe is continuous. Engineer Kuichling is sure there is no sponge in the 36-inch wrought-iron pipe. If the sponge in the cast-iron pipe is extensive, it will be a difficult matter to remove it by mechanical appliances. The experiment was tried at Allegheny without success. Sponge was found in large quantities in the water pipe, and I don't remember that it was ever fully removed. The fact that no sponge has been discovered in the wrought-iron conduit is an excellent point in favor of that kind of pipe."

A Great Walnut Tree

D & C Oct 6th '90

THE PORT OF ROCHESTER.

On Saturday and Sunday the harbor of Charlotte was crowded with vessels from Canadian ports bringing goods that will be subject to higher duties to-day. The number of sailing vessels was estimated to be fifteen at least, while the steamers Norseman and Alexandria brought heavy loads of apples. The Norseman has made quick trips between Port Hope and Charlotte and her hold has been stowed full of apples. Many cargoes of barley have been brought in to escape the increase of tariff duties, and vessels lay three deep at the elevator on Saturday. The road to Ontario Beach and the beach itself were never more beautiful. The trees are gorgeous in color and the grass is still green from abundant rains. Although the season is closed many lovers of nature make the pilgrimage to the port of Rochester.

THE POPULATION OF ROCHESTER.

The official report of the census of the city of Rochester is very gratifying. The city is shown to have a population of 138,327, a gain of 48,961 since 1880. This gain is all in the line of healthy development, caused by the unrivalled opportunities for manufacturing enterprises. The city is stretching out in every direction and if wisdom is exercised in local affairs, the gain in the next ten years will bring the population to 200,000.

The operation of the new tariff bill is calculated to encourage every industry now in existence and to open the way to new ventures. With a complete system of rapid transit, and an abundant water supply, there will be nothing to hinder the most rapid growth in our history, except wastefulness in local government. That must be attended to by the people.

THE CENSUS.

Official Figures of Nine Neighboring Counties.

WASHINGTON, Oct. 5.—The clerks of the Census Office finished yesterday the count of the returns from the Tenth district of New York, which includes nine counties. Five of these show a falling off from the population of 1880. Another, Monroe, is saved from a minus mark only by the fact that the city of Rochester made a gain of nearly 49,000; outside of the city the county shows a decrease. The figures for the district by counties are as follows:

County.	Population 1890.	Population 1880.	Differences.	
Genesee	33,161	32,806	Inc.	355
Livingston	37,814	39,562	Dec.	1,748
Monroe	192,696	144,903	Inc.	47,793
Ontario	48,358	49,541	Dec.	1,183
Orleans	30,772	30,128	Inc.	644
Seneca	28,145	29,278	Dec.	1,133
Wayne	49,548	51,700	Dec.	2,152
Wyoming	31,088	30,907	Inc.	181
Yates	20,948	21,087	Dec	139

The total population of the district in 1890 is 472,530; in 1880 it was 429,912, the increase being 42,618.

The city of Rochester has a population of 138,327, against 89,366 in 1880, an increase of 48,961.

Herald Oct 4th '90

TRADE MATTERS.

MEETING OF CHAMBER OF COMMERCE TRUSTEES.

Action Taken to Keep Industries in Rochester—Counsel for Board of Education Investigating Committee.

The regular monthly meeting of the trustees of the chamber of commerce was held last evening. A good deal of business had accumulated during the summer months and the session was a long and interesting one. Seventeen trustees were in attendance.

At the opening of the meeting a long communication was read from Otis & Gorsline taking exception to the war waged by the common council and interested citizens upon what is generally known as the "smoke nuisance." The letter refers to the suit recently brought against the firm on account of the annoyance caused by smoke from its factory and suggests that a similar policy toward other firms cannot help but drive many industries from Rochester. The matter was referred to the committee on legislation to confer with Otis & Gorsline and the trustees also expressed their sympathy with the firm.

A letter from the Chicago board of trade recommending the establishment of a permanent national transportation committee was referred to the railroad committee. It is proposed to have this committee adjust all questions arising between common carriers and the public and that it shall be composed of representatives of commercial organizations.

A letter was read from Dubois & Zorilla, commission agents of Guatemala, in which they solicit American custom.

Louis Brandeis of Spencer, Tioga county, wrote to the chamber of commerce in reference to forming a stock company for the manufacture of a compressive faucet for plumbers' use and this letter was also read to the trustees. He wishes to form a company having a capital stock of from $20,000 to $25,000, to locate its factory in Rochester.

The subject of a second enumeration of inhabitants in this city was brought up by a communication from ex-Alderman George W. Elliott, who urged such a course. The matter was laid on the table, as most of the trustees thought that the official figures, 138,346, were entirely satisfactory.

A letter was read from the National board of trade asking whether the chamber of commerce was in favor of a more universal and extended trade organization in this country and also whether it would send delegates to the annual meeting of the national board at Washington in December. A resolution was accordingly passed declaring that the board of trustees was in sympathy with the movement in favor of a more extended trade organization and announcing the intention of the chamber to be represented at the Washington meeting.

The committee appointed to follow the investigation of the board of education by the common council committee asked for authority to employ counsel. The request was referred to the executive committee with power to act.

The following important resolution was presented by Henry B. Hathaway and was unanimously passed after Colonel H. S. Greenleaf had moved its adoption and George C. Buell had seconded the motion:

Whereas, The chamber of commerce is organized for the purpose of promoting the trade and manufactures of our city and inducing manufacturers of all kinds to locate here; and

Whereas, It has come to our knowledge that one of our prominent manufacturers has fully decided to remove his business from our city and that another very large manufacturer is seriously considering the subject, with as we learn, a strong probability that he will also leave.

Resolved, That a special committee of five be appointed to carefully examine into the causes which induce such action on the part of these manufacturers and to make an earnest effort to bring about some plan which may do away with the necessity for such removals in the future, and, if not too late, retain the parties who now contemplate removal from our city.

President Ross named as such committee Colonel H. S. Greenleaf, George E. Mumford, Hon. Frederick Cook, Henry C. Brewster and T. B. Griffith.

The city's park system was chosen as the subject for discussion at the next regular meeting of the chamber on next Monday evening. Park Commissioner William C. Barry was asked to provide speakers for the evening.

Engineer Kuichling's Report.

The water supply committee of the common council held a private meeting last evening. The committee was in session for an hour, but after adjournment it was stated that no action had been taken, as Chief Engineer Kuichling's report was not ready. Another meeting of the committee will be held next week Tuesday evening, at which time Engineer Kuichling's report will be presented.

D & C Oct 9th '90

A WONDERFUL GROWTH

The Development of Rochester in the Last Nine Months.

NEARLY 1,200 HOUSES ERECTED

And Sixty Brick Blocks, Ten Apartment Houses, Four Schools and Eight Churches Built in that Time—An Interesting Table.

The accompanying table prepared by the Water Works Department will reveal some facts that will open the eyes of even the most enthusiastic "boomer," and convince the staid and conservative that Rochester is growing. Since the 1st of January to the 1st of October there have been built in this city 1,141 frame dwelling houses alone, 390 of which were erected in the Sixteenth ward. Eight churches and four schools were built, and sixty brick blocks were completed; this latter number does not include such large buildings as that in course of erection for Sibley, Lindsay & Curr, Burke, FitzSimons, Hone & Co., and others, the builders of which are required to meter the Hemlock they use.

All builders must pay a certain rate for water used in the mason work of buildings, and it is in the collection of these bills that the department obtains possession of the interesting facts tabled below. It should be said that $1,187.50 is owing the city for water rents by builders, who have neglected to pay up, but who will probably do so before the close of the year.

Ward.	Brick Blocks.	Brick Dwellings.	Brick Flats.	Repairs to Brick Blds.	Frame Docks.	Frame Dwellings.	Frame Flats.	Repairs to Frame Blds.	Schools.	Churches.	Brick Barns.	Frame Barns.	Amount Paid.
1	1	..	..	1	..	.....	..	....	..	1	..	..	$138 70
2	7	2	..	6	1	7	..	....	..	..	1	..	36 18
3	5	3	..	2	..	16	1	12	..	..	..	1	129 09
4	4	1	2	3	..	6	..	5	..	1	..	..	115 68
5	9	2	2	3	1	52	..	26	1	1	1	1	218 85
6	1	1	..	6	..	4	..	4	..	..	..	..	31 25
7	5	1	..	2	..	33	..	13	..	1	1	8	138 53
8	8	2	..	6	2	167	..	35	..	..	..	6	372 15
9	4	6	..	3	1	85	..	16	..	1	1	5	240 14
10	2	1	..	5	..	62	..	20	..	1	1	..	201 18
11	..	..	..	2	1	44	..	27	..	..	..	1	72 62
12	..	7	2	4	..	45	..	20	..	..	1	1	164 55
13	4	3	1	1	1	4	..	19	1	..	..	1	129 50
14	1	..	1	1	..	42	..	8	..	1	..	1	103 80
15	3	..	..	2	4	144	..	21	..	..	1	2	429 93
16	6	5	..	1	14	290	..	42	2	1	4	21	1,115 64
	60	34	7	48	25	1,141	3	268	4	8	11	49	3,637 83

Rush Reservoir Tests Postponed.

Chief Engineer Kuichling went to Rush reservoir yesterday morning, but was unable to make any test of the leakage or evaporation in the reservoir because the inlet gate was out of order. He will visit the reservoir again to-day for the purpose of repairing the gate, and will postpone his tests for a week or so.

THE CITY OF HOMES AND ENTERPRISE.

Since the first of January, 1,141 frame dwellings have been erected in this city. The new brick dwellings number *34 and completed blocks 60*. Eight new churches were also erected. This statement does not include the dwellings and blocks not yet sufficiently advanced to require water service. The figures show the rapid and healthy growth of the city. It is the city of homes as well as the city of flowers.

Its industries are increasing with a rapidity that requires all of the additional home building we have noted.

Situated in the garden of Western New York, with a great water power, abundant railway facilities, good water and wide-awake citizens, Rochester is going ahead with amazing rapidity. The bridge-building in this city during the past three years is also good evidence of the energy and push of our citizens. In this building they are merely keeping up with present demands, for transit facilities across the Genesee.

Our park system will soon be unrivaled. For natural scenery, the red and blue cliffs of the Genesee, clothed with verdure, and the noble cataracts, are scarcely rivaled in any land. On the north is Lake Ontario and on the south the most beautiful lakelets, among the hills. As a summer home or winter residence Rochester has no rival. The lake tempers the cold of winter and affords the most attractive resorts for summer. Rochester is the place for enterprise and for home-making.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Herald Oct 10th /9[0]

FEDERAL BUILDING.

DESCRIPTION OF THE FINE EDIFICE.

It Is Almost Completed—The Cost Is $600 000—Five Years Consumed in Its Construction—Architectural Beauties.

Rochester's government building is almost completed. Carpenters are busily engaged in finishing the interior wood work, and then the rooms will be ready for the furnishings. After that the federal officials, who are now well scattered about the town, can move into their new quarters and be all together in one fine building. It is doubtful, however, whether the structure will be entirely ready for occupancy much before January 1st.

The exterior beauties of the new building are not, perhaps, fully appreciated by the public. Like all of Rochester's principal edifices, it is hemmed in by other buildings, sufficient space not being afforded it to display its pleasing proportions and its architectural beauties. One who is well qualified to judge said to a HERALD reporter the other day that the only place in which a comprehensive view of the building can be obtained is from the First Baptist church. From here the high walls of Connecticut brown sandstone are seen to good advantage, crowned with the square tower at the southwest corner. The new stone porch adds much to the appearance of the building, which, in its entirety, gives an impression of solidity rather than show, well suited to the nature of the government which caused its erection.

On entering through either of the doorways, the first thing which commands the attention of the visitor is the great oaken partition which separates the postoffice from the remainder of the first floor. It is filled full of lock boxes, the number being 1,056. The usual openings for the transaction of business are found and underneath them are eight mail boxes marked respectively "North," "South," "East," "West," "Foreign," "Newspapers," "Packages" and "City." It will be seen that the people will be called on to do a greater part of the work of separating the outgoing mail than has heretofore been the case. The postoffice will occupy all of the ground floor except that reserved for the hallway. A passenger elevator will convey people to the offices and court room above. There is also to be a freight elevator, located on the rear alley. It will be used in connection with the bonded warehouse in the basement. The appraiser's stores and office will be situated in the regions underneath and a room for the janitor will also be fitted up.

The second story, like the first, is to be finished entirely in oak. Here will be situated the offices of the collector of customs, the collector of internal revenue and the railway mail service. Even now the polished floors of the handsome rooms have an inviting appearance and when these offices have been completely furnished and fires kindled in the open grates underneath the marble mantels very attractive bits of interior will doubtless be visible to the passers-by when the doors stand ajar.

The large court-room is situated on the third floor. The most exacting critic will find little here with which to find fault. Cherry is used to finish this hall of justice and it gives to it a peculiarly rich and artistic effect. Above the judge's bench there is placed some costly wood-carving, and all the appointments of the room are in keeping with the ornate character of its decorations. The judge has a private room on the same floor, and there are also jury rooms, offices for the United States district attorney, commissioners and marshal, all finished in cherry. The fourth floor, or attic, will have considerable room, which will not be utilized for the present. From the attic a long iron stairway leads up into the tower. The upper portion of this is a fair-sized room, with windows giving a good view in all directions. The level is about that of the clock on the Rochester savings bank.

The chief architectural glory of the building is the great court, around which the several rooms mentioned are grouped. It is 64 feet long and 34 feet wide, extending from the ceiling of the ground floor up to the roof, and is lighted by a large skylight. This court is surrounded by shafts of Georgia pink marble, the capitals being of the Tuckahoe white variety. Some pink Tennessee is also used, the several kinds shading and blending to produce beautiful impressions upon the eye of the beholder who stands in one of the lower galleries and looks up toward the artistic stucco work which is displayed above the marble. A pleasant surprise awaits those who have not yet had an opportunity of inspecting the government building.

The structure was commenced in April 1885, so that over five years have been consumed in its erection. The plans were prepared by Supervising Architect M. E. Bell. They at first contemplated a building far too small for the needs of a rapidly growing city like Rochester. Accordingly in 1886 the whole east and [illegible] the [illegible] more than twice as large as was first intended. The completion of the exterior work occupied two years and the remainder of the time was spent in finishing the interior. The total cost of the edifice is about $600,000. From April, [illegible] Kuebel [illegible] construction, and the thorough manner in which the work has been performed reflects much credit upon that gentleman. The masonry contract was awarded to H. H. Edgerton, and this part of the work has received especial praise from those familiar with building operations. Taken all in all, the people of Rochester may well be proud of their new federal building.

Inspector Phillips of the treasury department, who has charge of the furniture in the government buildings of the country, visited the new structure here on Wednesday. He pronounces it one of the handsomest federal edifices in the whole country.

D. W. Powers has made the suggestion that the Carter and other buildings on State street be purchased so as to give room for a lawn in the rear of the new building. This would give a good view of it from State street.

A PUBLIC MARKET.

ROCHESTER VERY MUCH IN NEED OF ONE.

A Correspondent Clearly States Some of the Advantages That Would Result—Good for City and Country Alike.

To the Editor of the Morning Herald:

DEAR SIR—Nearly two years ago you were kind enough to print a few remarks of mine on behalf of a public market in Rochester for the purchase and sale of meat, fish, vegetables, fruit, butter, eggs, etc., and I would now like to add my belief that the need of one is yearly becoming more pressing so that the matter cannot be much longer delayed. Visitors to the chief city of western New York—a section that boasts, and with reason too, of a soil so fertile that abundant crops of all kinds of produce of the first quality can be raised thereon—must indeed think it singular that there is no public building wherein the same is exposed to sale; strangers anxious to judge of the fruitfulness of the district would naturally inquire for the market house in such an important city.

The establishment of a market-house system is of interest to us all, either as producers, agents, retailers or consumers. Producers, including farmers, market gardeners, fruit growers and dairymen would derive great benefit from the institution of a public market where they could attend and be sure of a sale at prices proportional to the quality of their wares. As matters are at present they must either be on hand at the liberty pole during the season between 3 A. M. and 4 A. M. in all weathers where they may have to stand from one to three hours before selling out; or, they must secure regular customers, such as hotel and restaurant keepers, grocers, butchers or private residents; or else they must enter upon a peddling pilgrimage through the streets suffering considerable inconvenience and often loss, since first-class produce is commonly disposed of for much less than its value, at times owing to the sellers' ignorance of current prices, but more frequently to avoid the risk of returning home with the whole or part of the load unsold. As in the market-houses of many cities daily lists of current prices, highest as well as lowest, should be conspicuously posted in the one erected here. A comparison of the price lists of vegetables and fruits in our three leading daily newspapers now often shows a considerable variation in the prices given in each of them. I have myself sold produce of the same kind and quality at three different prices in as many parts of the city, not owing to any difficulty in disposing of it, but because of the apparent lack of knowledge on the part of the buyers of ruling rates.

Agents, that is, the commission merchants, would assuredly welcome a commodious building in which to transact their business, in preference to the present arrangements at the liberty pole, and one which would enable them to handle with ease a much greater amount of produce which would certainly be consigned to them as soon as producers were aware of the opportunity afforded them. As to the likelihood of the need of some provision in the immediate future for the disposal of the increasing products of this portion, at least of western New York, any one who visited the late fair and saw the magnificent exhibition of Jerseys there can judge. Let him consider what effect the herds represented there are going to have upon the butter production of this section, and whether the producers of such butter, the best quality of which commands high prices, can be better served than by open competition in a public market; consumers, also, would undoubtedly be gainers by the arrangement. Buffalo, by means of its capacious market-house, attracts produce from all quarters, considerable quantities even from this neighborhood.

Grocers and butchers who retail produce are especially in need of just such a market where they could select and purchase the quality and variety of goods their class of custom require. [illegible] happens that one side of the city is overstocked with certain vegetables or fruit while on the other side the same articles are scarce and high in price, the reason being that the [illegible] this inequality would be done away with.

The consumer, on whom the present season, from the scarcity of some vegetables and most fruits, is pressing severely, would reap the greatest advantage of all. His grocer or butcher would have a large and varied supply to select from at the market house, procuring large or small quantities as occasion required; he could also, when requested, bring his customers whatever they wished that was in market at the time. The daily lists would advise the consumer of current prices. He would not be under the necessity, as of yore, of purchasing shrivelled or stale vegetables and fruit since he could, if so disposed, march basket on arm to market and make purchases there. His choice of the delicacies of the season need only be limited by his purse and, even if not able to purchase them, he would have, at any rate, the privilege and pleasure of visiting a market well stocked with fish, flesh and fowl, as well as vegetables and fruits of all descriptions.

It is an old saying that "What is everybody's business is nobody's business" and it would seem to hold good in this case of the market house. To ex-Mayor Parsons, however, belongs the credit of having taken steps towards the erection of such a building, though his laudable purpose was defeated. Who will make another attempt in the same direction and thus earn the gratitude of no inconsiderable portion of his fellow citizens?

Respectfully yours,
J. HANNAM CLARK.

Moreton Farm, New York, October 7, 1890.

Streets in Bad Condition.

A meeting of the public improvements committee of the chamber of commerce was held last evening at the rooms of that organization. Messrs. R. A. Sibley, Clinton Rogers, James E. Booth, Joseph Cauffman and H. S. Mackie were in attendance, together with Secretary McClintock. The committee was in session for an hour and a half, the topic under discussion being the bad condition in which the street railway company is said to be leaving the streets after relaying its tracks. Numerous complaints were discussed and a resolution was finally adopted asking the trustees of the chamber of commerce to call a special meeting of their board for the consideration of the question.

D & C Oct 10th '90

STREET RAILWAY SYSTEM

How the Electric Current is to be Distributed.

SEVENTEEN "FEEDER" WIRES

Running on Poles Through Various Streets Will Deliver the Propelling Power to the Trolley Wires—The Proposed Routes.

Workmen have been busy for several days erecting poles along Central avenue from North avenue to Mill street, to be used by the Rochester Street Railway Company in its electric system. A peculiarity which struck a DEMOCRAT AND CHRONICLE reporter as worthy of note and further inquiry was that all the poles on the south side of the street were 4[illegible] feet in height, and cut at the top for the support of two cross-arms, while those on the north side were only 22 feet high.

The reporter sought Superintendent Barnes for a solution of the question raised and that gentleman very kindly gave some information which is new and interesting to the public concerning the mode of operation of the coming electric railway. Almost everybody has supposed that the trolley wire which runs over the center of the tracks would be fed directly from the generator in the power house with the electric current necessary to propel the cars, but such is not the case. If this plan were adopted the wire, in order to carry the current necessary to operate the cars, would have to be so large in diameter that the poles which have been adopted and will be used, would be inadequate to support the weight. The span-wires holding the trolley wire would have to be much larger also, and the general appearance of the streets netted with heavy cables would be anything but pleasant to the eye. Then, too, if the current were sent through the trolley wire alone any break in the trolley would suspend operations on the entire line. According to the plan finally adopted a break may occur on a trolley wire, and still a car may be propelled to the break, pushed along the track beyond the point, and then again pick up the wire and resume its way. By means of "feeder" wires which conduct the electricity from the power house the railway company is enabled to use light trolley wires which will be connected at various points with the feeders, so that if one portion of the line is out of order, the remainder can be operated because of its being furnished with the propelling current from the feeders. Hence the reason for taller and stronger poles on some of the streets, which will carry the heavy feeding wires, all insulated and each about one-half inch in diameter.

Acquainting himself with these facts the reporter interrogated Mr. Barnes who said:

"[illegible] originally [illegible] Mr. [illegible] of the [illegible] system adopted by the Rochester Street Railway Company, it was proposed that all the feeder wires should be located on State and Main streets. I objected to this scheme to avoid further multiplication of wires on our principal streets, and also because of the increased liability to accident on such busy thoroughfares where the wires were more apt to be broken or cut, and also because they would be in the way in case of a conflagration. If the feeder wires were cut or broken, operations on the line of cars on that street would be suspended until the line could be repaired. The street railway company saw that my objections were good and to their own material interest, and very readily adopted my suggestion to place the feeder lines on other and less-frequented streets. With that end in view a meeting of the company and the electrical control committee of the Common Council was held and a contract was drawn up, providing for the streets and routes to be adopted by the company in the carriage of its feeder wires."

There will be seventeen feeder wires leading from the power-house on Mill street to various parts of the city. The different routes as specified in the contract may prove of interest to citizens generally and are outlined as follows:

First feeder, on a line of poles from the power house through Mill street to Central avenue to Front street, along Front and across Main street to and through Aqueduct street, over the Edison Company's iron bridge spanning the Erie canal, and thence to Exchange street to Mt. Hope cemetery. This feeder will supply the Mt. Hope and Exchange street cars. There will be a circuit break in the trolley wire on Exchange street near the south end of the swing bridge, and a manual switch at Adams street, a circuit break at Clarissa and a manual switch at the south entrance to Mt. Hope. These circuit breaks and manual switches will be put in at various points on the entire system and need not be detailed. The circuit breaks are designed to cut out, between each other, any section of the trolley wire that may become disabled, and will allow other portions of the line to be operated. The manual switches effect the same end by breaking the circuit in the feed wire instead of the circuit wire.

Feeder number two will run from the power-house to the Four Corners along State street, supplying East and West Main street trolley wires, and will be the only feeder on State street, while there will be none on the business part of Main street.

Feeder number three will run to Central avenue along that thoroughfare to North avenue, to University avenue to Main street to the corner of Goodman street, feeding the East Main street line at that point.

Feeder number four will run through Centre street to Sophia, to Allen, to Elizabeth, to West avenue, thence out that thoroughfare to the intersection of Chili avenue feeding the West avenue line there and also the proposed Chili avenue line.

Feeder number 5 will run through Center street to Sophia, to Allen, to Elizabeth, across the canal to Caledonia avenue, to Plymouth avenue, to Flint street, feeding there the Plymouth avenue and possibly the Caledonia avenue line if that route is ever equipped for electric cars.

Feeder number six will run through Mill to Mumford, to Andrews, to North St. Paul street, to South avenue, to Grand street, feeding the South avenue line at this point.

Feeder number seven will run through Mill to Central avenue, to Front, to Mumford, to Andrews, to North St. Paul, to South St. Paul, to Court street, to Washington Square and Monroe avenue, to the Erie canal bridge, feeding the Monroe avenue cars at this point, it will also feed the same line at the intersection of Clinton street and Monroe avenue.

Feeder number eight will run along Central avenue to North St. Paul to Franklin, across Main to Elm and out Park avenue, feeding that line at Gardner Park and Alexander street, and at Bates street and the Culver road.

Feeder number nine will run along Central avenue to North avenue, to University avenue, to Culver park, feeding the University avenue line at St. [illegible]hallen park and at Culver park.

Feeder number ten will run out Center street to Sophia, to Allen, to Clark, to Grape, to the corner of Jay and Orchard streets, feeding the Allen street line at that point and also at the corner of Allen and Warehouse streets.

Feeder number eleven will run from the power house to State, State to Lake avenue to Frauenberger street, feeding there and at Phelps avenue the Lake avenue route. If the company finds the travel too great on this route it has the privilege of running another feeder wire or tapping other feed wires.

Feeder number twelve will run from Mill to Brown street to State to Lyell avenue to Saratoga avenue, feeding at the Driving Park and Thrush streets and at Backus avenue and Vernon street the new Sophia and Saratoga avenue line.

Feeder number thirteen will run out Brown street to Lyell avenue feeding at the corner of Lyell avenue and Murray street, the Lyell avenue route.

Feeder number fourteen will run through Central avenue to North Clinton, and out that street to Clifford, feeding the North Clinton street cars at that point. Another smaller feeder will branch off at North Clinton street and Central avenue, extend along the latter thoroughfare to St. Joseph street to O'Brien street, and feed the St. Joseph street cars.

Feeder number fifteen will run along Central avenue to the corner of Hudson, feeding the North avenue line there and continuing out North avenue to Draper street, feeding the line again at that point. A branch feeder will extend through Cleveland street and feed the Hudson street route.

It will be readily seen that the plan adopted upon the suggestion of Mr. Barnes will considerably increase the expense of operating the system, by reason of the many additional poles and greater amount of wire, and the street railway company deserves credit for discarding the original plans.

[illegible]

At the Chamber of Commerce last evening the committee on public improvements held an hour's session. The condition in which the streets are left by the Rochester Railway Company was discussed at some length, and a resolution was adopted recommending the calling of a special meeting of the board of trustees to consider the matter.

D & C Oct. 11th '90

EXECUTIVE BOARD MEETING.

The Services of George W. Rafter Temporarily Dispensed With.

Superintendent of Fire Alarm Barnes made the following report to the Executive Board yesterday afternoon:

In the matter of the petition of the Bell Telephone Company to retain and erect poles to be used as terminals for the underground system of that company, I would respectfully report I have examined the proposed location of said poles and find they are necessary in order to bring the wires out of the conduits to be distributed to the subscribers of the company, and I approve of the location of the poles in the petition, except the one on South St. Paul street, where one of the railroad company's poles can be replaced by a high pole, thus avoiding the setting of two poles only a few feet apart. With this change and a thorough inspection as to the safety of the old poles to be retained, I would recommend your honorable Board to grant the company's petition.

The petition was accordingly granted.

Chief Engineer Kuichling stated to the board several weeks ago that if it desired to prosecute the surveys for the additional water supply, more funds were needed to carry on the work. The board accordingly directed Mr. Kuichling to ask the city attorney's opinion as to whether other moneys of the board could be used to continue the work after the fund devoted to that purpose had been exhausted. The following opinion was obtained:

ROCHESTER, N. Y., Oct. 10, 1890

To Emil Kuichling, Esq.:

DEAR SIR: In answer to your question as to whether the Executive Board of the city of Rochester can use moneys for the purpose of carrying on the work known as the "preliminary surveys for a permanent additional water supply," the moneys appropriated for that purpose having been exhausted, I would respectfully submit as my opinion that no moneys other than those expressly appropriated for that purpose can be used unless by order of the Common Council.

Truly yours,
FRANK J. HONE, Asst. City Att'y.

The services of George W. Rafter, assistant engineer in charge of an additional water supply, H. S. Ellinger, assistant engineer at the Holly pump house and several other employes in minor positions have been dispensed with for the present, on account of the reduced state of the board's funds.

ENGINEER RAFTER.

Assistant Engineer George W. Rafter has been taught a lesson, for saving the city from a water famine last summer, by suspension from duty as assistant under Engineer Kuichling. It has suddenly been discovered that plans for a new conduit to Hemlock lake cannot be perfected at present, and that funds are short. This excuse for Mr. Rafter's suspension from duty is rather more gauzy than that given by Mr. Armbruster when Mr. Kuichling was made chief engineer. Mr. Armbruster frankly said then that the Board wanted a Democrat. The Board might as well say now that political and other exigencies require Mr. Rafter's suspension.

Mr. Rafter has performed splendid service for the city solving a difficult problem in a business-like way, and saving the city from serious loss. He deserves the esteem and the thanks of all our citizens.

Herald Oct 11th '90

SEVEN MILLIONS A DAY.

Result of Chief Engineer Kuichling's Measurement Yesterday.

At Rush reservoir yesterday Chief Engineer Kuichling made a test to determine the capacity of the conduit. The measurements were made by taking the level of the water at intervals extending over a period of seven hours, the water meanwhile being shut off at Mount Hope, so that the entire flow from the conduit was shown by the rise at Rush. Last evening the chief engineer had not figured up the results completely, but said that he could say that the capacity of the conduit was about seven million gallons a day, net. By the qualification "net" is meant that the amount of water named is available for actual consumption.

To-day Mr. Kuichling will make a test to determine whether there is any leakage from the reservoir and also to measure the amount lost by evaporation.

Herald Oct. 13th 90

DETERIORATION.

NEW THEORY FOR THE CONDUIT DIMINUTION.

Could the Pipe be Restored to Its Original Capacity by Being Cleaned?—Interview with Chief Engineer Kuichling.

After an exhaustive examination Chief Engineer Kuichling has satisfied himself that the greatest present capacity of the conduit to deliver water into Rush reservoir is 7,000,000 gallons of water per day. His opinion is that there is no obstruction in the conduit, but that it is probable that an unavoidable deterioration of the pipe has caused the diminution in flow from 9,000,000 gallons in 1876 to 7,000,000 in 1890.

The result of the measurements made on Friday at the storage reservoir was given in Saturday's HERALD, but lack of space at that time prevented more than a bare mention of the fact. In the course of a talk with the chief engineer yesterday afternoon, however, a reporter for this paper was put in possession of many additional facts on the water situation that possess both interest and importance.

Friday's test of the conduit's capacity was a thorough one. The measurements were taken over a period of time lasting from 10:30 A. M. until 5:30 P. M., and the rise of the water was measured by three different methods. First there was the float gauge, which shows the height of the water by means of a large copper ball that rises or falls in a tube, enabling the variations to be noted on a graduated scale. In addition a stake was driven in the water near the edge of the reservoir. This was protected from the waves by a sort of breakwater of stones, and the level of the water was marked on it at the beginning of the test and again at the close. But the most exact measurement of all was made by means of the instrument known to hydraulic engineers as the hook gauge. This was used in the still water of the well at the outlet pipe, which was, of course, shut off. By this instrument the level of the water is shown very accurately on a fixed scale by means of a hook attached to a sliding rod. This hook is submerged, and the observer can note the exact level by bringing the point up even with the water surface. The capillary attraction of the point allows this to be done with minute exactness. The results of the three kinds of measurement mentioned were carefully noted, and the capacity of the conduit was figured up by each method. The results did not differ materially, and the average of the three showed a rate of 7,020,000 gallons in 24 hours. Mr. Kuichling is confident that the error of observation is less than 1 per cent.

The method taken by the chief engineer to arrive at the amount of evaporation was interesting. A common every-day wash-tub was the most conspicuous part of the apparatus used in this test. About fifteen gallons of water was siphoned into the tub after having been measured in a tin receptacle. The tub was then set afloat on the reservoir on the sheltered side of the pier of masonry. It was surrounded by a float of boards in order to break the force of the waves as much as possible, as the surface of the water was rather rough. The test lasted over the same period of time as the measurement of the rise of the water. At half past five the tub was pulled in and the depth of the water in it was measured. This was done by conveying the water back into the smaller utensil, as the difference in height in the tub was so small that it could hardly be noticed. In the measuring can, however, the water failed to rise to within an inch and a quarter of the former height. By comparing the areas of the two surfaces Mr. Kuichling computed that the loss by evaporation in the tub was one twelfth of an inch. For the whole reservoir this meant an evaporation of 30,000 gallons in the seven hours. The day was cold and cloudy; but it is possible, on the other hand, that a small quantity of the water in the tub "slopped over" on account of the waves in the reservoir. On Saturday George A. Hotchkin made a test to ascertain the amount of leakage from the reservoir. The total loss from 11:30 A. M. until 5 P. M. [illegible] 66,000 gallons. This included both evaporation and leakage. It is taken as showing that the reservoir is practically water-tight.

On [illegible] the inlet well at Rush was sounded. But three or four inches of sand and gravel was found in it. As the well has not been cleaned since 1880 this small deposit is thought to indicate that hardly any sediment is coming through the pipe. This is further corroborated by the fact that in Mr. Kuichling's recent examination of the line the water from the blow-offs showed clear in each case after a few seconds. The chief engineer is of the opinion that if there were any considerable obstruction in the pipe it would have been shown by Mr. Rafter's gaugings at the air-valves.

When Mr. Kuichling was asked to give his opinion as to the cause of the decreased flow through the conduit, assuming the Nichols measurements of 1876 to be correct, he said: "There may be a vegetable growth in the pipe, but there was none at the junction of

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the three-foot and two-foot pipes, where I probed the interior. If there had been any obstruction caused by pieces of timber, it ought to have been at that point, but my examination showed the pipe to be clear of all obstructions. At the Rush gate, on the other hand, we found a sponge growth on the gate. I don't know how far in the pipe this may extend. It may be for a considerable distance. The only way to determine the fact is by other probings. Experience shows that old iron pipes will deliver somewhat less than new ones. The diminution may be due to vegetable growths, incrustations or rust, that no one can guard against, causing a general deterioration of the pipe. There is ample evidence of this sort of thing in the scientific literature of the day, and there are instances where pipes have been cleaned and restored to their original capacity."

Mr. Kuichling has in his possession a portion of a 10-inch terra cotta pipe that was laid in Spain by an irrigating company. On the concave side there is an incrustation of lime, in layers, nearly an inch thick. It is as hard as the pipe itself and was caused by water flowing through the pipe from a region abounding in limestone. The pipe was used ten or fifteen years. The chief engineer is of the opinion that it would not be impossible to scrape the interior of the conduit if it were thought desirable. The work would be done by a sort of projectile, with projecting spiral blades, sent through the pipe by the force of the water pressure.

THE WATER WORKS DEPARTMENT.

When Mr. Kuichling and the majority of the executive board desired to dispense with Mr. Rafter's services in the engineer's department, because he was not agreeable to them personally and politically, why did they not say so, or give no reason at all, instead of excusing their course under the plea that the executive board has no funds for the purpose of prosecuting surveys for an extra water supply?

Mr. Rafter has done good, solid work for the public of Rochester during the past season and he deserves better treatment than he is receiving; but when chief engineers of water departments are appointed because they are democrats or republicans the engineer whose party happens to be in the minority has no reason to complain if he is dropped when his party loses its grip.

The public would like to know what all this talk about stopping work and dismissing employes of the executive board for the want of funds means. Does it mean another failure at Albany next winter for the additional water supply movement? It may be taken for granted that much less consideration will be shown obstruction cranks next winter than was accorded them a year ago. The people of Rochester want this water question settled.

PORTER'S MISTAKE.

It is proposed by Judge that every city become it own census taker. Then, says that wise authority, there will be "such an amazing increase of population that the spirit of the late Mr. Daboll will shrink back appalled."

That is very true. Census Superintendent Porter made the mistake of his life in not calling on the newspapers of the several cities of the country to furnish him with a statement of the population, each for its own town. That would not only have saved vast expense and trouble, but would have made Mr. Porter the most popular man in the country. He could have had anything he wanted from postmaster to president.

Next to getting census figures from the newspapers the New York plan of having the police take the census seems to be the most promising. It has given the metropolis 150,000 more people than the federal census could discover. This is a big thing for Tammany.

Union & Ad. Oct 18th '90

WATER STORAGE PROJECT.

Senator McNaughton Receives a Very Favorable Report.

Senator McNaughton on returning from last week's session of the Senate Committee in New York, stopped at Albany to confer with State Engineer John Bogart and Hon. Edward Hannan, superintendent of public works. The state engineer had just received from Chas. B. Brush, a report of result of boring and soundings in the bed of the Genesee river, above Mt. Morris in connection with the construction of a dam for the storage of water. The report of Mr. Brush, who is authority in all such matters, is very favorable. He found solid rock at a depth below the surface of the water at ordinary height of twelve feet to twenty-three feet. This result renders the construction of a dam at the point selected, entirely feasible, other conditions being favorable. Mr. Bogart is now preparing his report to submit to the Legislature. The superintendent of public works will at once prepare for letting all the work not before provided for in Orleans and Monroe county, for which sufficient appropriations were made.

D & C Oct 14th 1890

DR. MOORE'S PARK TALK

Interesting Remarks Before the Chamber of Commerce.

ACTION OF THE TRUSTEES

Executive Board Appealed to With Reference to the Street Railway's New Tracks—Beauties of Highland and Genesee Valley Parks.

There was an unusually large attendance of the members of the Chamber of Commerce at its meeting last evening, which was called for the purpose of listening to a discussion on the subject of Rochester's parks.

The first speaker was Dr. E. M. Moore, Sr., the chairman of the Board of Park Commissioners, present by invitation. Dr. Moore said that he had no intention of making an address, but he would allow those present to ask him questions; he would try his best to answer them. He stated that the park commissioners had found that they knew very little in regard to parks, and that they had depended a great deal upon the judgment of Landscape Architect Olmstead. Dr. Moore said that thirty acres in the Valley Park had been arranged as a playground.

The roadways of the parks would be of gravel. The amount of money paid out by the commission for land so far is $198,000.

The speaker said that the commission had thought some of arranging baths in some of the parks for boys, but as yet nothing definite had been done.

The speaker displayed a map of Seneca Park and explained its boundaries to those present. He stated that this park was still in a very unfinished state, and the various improvements were little advanced. Much difficulty had been experienced in getting control of the land for this park as it was held by so many different parties.

In speaking of Highland Park Dr. Moore said: "In laying out Highland Park Architect Olmstead has endeavored to make it a place of observation from which the beauties of the surrounding country may be seen. The pavilion recently given to the city is a sort of observatory, and the view from it is certainly grand."

At the close of Dr. Moore's remarks George C. Buell offered a resolution thanking the speaker for the manner in which he had presented the subject.

At a meeting of the Board of Trustees of the chamber last evening, the following resolution was adopted:

"*Resolved*, That we most respectfully urge upon the Executive Board of the city the importance of securing the restoration of the street railway tracks to the normal grade of streets in those cases where the exegencies of hasty construction have caused alteration and imperfect work which threaten expense and inconvenience of citizens."

D & C

OCTOBER 7, 1890.

MANY LETTERS RECEIVED

And Acted on by the Trustees of the Chamber of Commerce.

IMPORTANT ACTION TAKEN

On Many Questions—The New Parks to be the Subject of Next Monday's Meeting of the Chamber—Dr. Moore and Others to Speak.

A meeting of the Board of Trustees of the Chamber of Commerce was held last evening. The meeting was well attended, seventeen of the members being present. The first business was the reading of a letter from Otis & Gorsline, in regard to the alleged smoke nuisance for which they have been prosecuted.

The letter was referred to the committee on legislation, with instructions to express sympathy with Otis & Gorsline.

A letter from the Chicago Board of Trade asked the Chamber of Commerce to co-operate with it in the establishment of a permanent national transportation committee representing the various commercial organizations of the country for the purpose of adjusting questions between common carriers and the public. The letter was referred to the committee on railroads.

A letter from [illegible] Bonnila, commission merchants in Guatemala, who give as references, Morton, Bliss & Co., and Brown Bros. & Co., of New York, stated that they desired to open negotiations with Rochester manufacturers for the purpose of increasing trade in Central America.

Louis Brandice of Spencer, New York, wrote a letter to the Chamber stating that he desires to interest some parties in the establishment of a stock company with a capital of $20,000 or $25,000 for the manufacture of a new compression faucet for plumber's use.

A letter from George W. Elliott asking that steps be taken to obtain a new census enumeration, was laid on the table.

In answer to a letter from the National Board of Trade it was voted that the Rochester Chamber of Commerce is in favor of a national organization of a more extended character and that it will be represented at the next annual meeting of the board held at Washington, next December.

The special committee appointed to attend the investigation of the Board of Education asked for power to employ counsel. The request was referred to the executive committee with power to act.

The following resolution, presented by Mr. Hathaway, seconded by Colonel Greenleaf and seconded by George C. Buell, was presented:

WHEREAS: The Chamber of Commerce is organized for the purpose of promoting the trade and manufactures of our city and inducing manufacturers of all kinds to locate here. And

WHEREAS: It has come to our knowledge that one of our prominent manufacturers has fully decided to remove his business from our city, and that another very large manufacturer is seriously considering the subject with, as we learn, a strong probability that he also will leave.

Resolved—That a special committee of five be appointed to carefully examine into the causes which induce such action on the part of these manufacturers and to make an earnest effort to bring about some plan which may do away with the necessity for such removals in the future, and, if not to late, retain the parties who now contemplate removal from our city.

The resolution was unanimously adopted and the following gentlemen were named on the committee: Colonel H. S. Greenleaf, George E. Mumford, Frederick Cook, Henry C. Brewster and T. B. Griffith. The adoption of the above resolution is of considerable importance, as, indirectly, the matter involved is trouble between employer and employe.

It was decided to make the new parks the subject of Monday's meeting of the Chamber of Commerce. W. C. Barry was appointed to ask Dr. Moore and others to speak.

Herald Oct 15th

HERE THEY COME.

ENGLISH FACTORIES WILL LOCATE IN THIS COUNTRY.

Buyers Looking Out for Closed Mills and New Ones Will Be Built—Dawn of an Era of Prosperity.

A lot of English, Scotch, Irish and French men are running about this country now looking for favorable sites on which to erect mills and factories where linens, hosiery and woolen dress goods can be made, says the New York Sun. They are hunting, too, for mills that have been shut down, or they are willing to purchase an interest in American mills where these goods are manufactured. They are the agents of owners of mills in Europe, which have for years been supplying the American market with all the fine linen consumed here and with stacks and stacks of woolen dress goods and hosiery that have been sold by the American storekeepers. The new tariff is responsible for the agents' raid. The new rates of duty on the product of the European looms threaten to ruin their trade with America, and just as a matter of self defense they are going to move over here and manufacture their goods. They won't shut up their European mills, but none of the product of those mills will be put on our counters.

Most of the agents who are trotting about the country have been here ever since it became pretty certain that the McKinley bill was going to become a law. Some of them have succeeded in finding what they want, and it is only a matter of a little time, perhaps a year, when mills will actually be opened.

The first of these new founders, as far as can be learned, is J. Carmichael Allen, who has been in the linen manufacturing business in Ireland nearly all his life. He came over here himself at the beginning of the agitation. He decided that it would pay to be an American, and so he organized a stock company of Americans. With part American capital he is going to build a linen mill in Minneapolis. The money is all subscribed and a site in the northeastern part of the city has been purchased. The work of building will be begun at once. To start with there will be fifty looms, and the flax fiber grown in northern Minnesota will be used. The machinery that will be put into the mill will be of American manufacture, and the mill hands will all be American and will get American wages.

The second enterprise to find a place is a dyeing concern to be run by Louis Hermsdorf, the famous Saxon "fast black" man. In his establishment in Chemnitz, Saxony, he employs 1,500 hands, and he makes black dye for all kinds of hosiery, gloves and tricot cloth. He is going to settle in Philadelphia. His agent has done everything except arrange the details of the purchase and construction of factories. He said a few days ago that everything was settled, and that Hermsdorf would have a place here in a few months.

"How many foreigners are going to move over here with their establishments?" was asked of a man who knows all about the linen industry in America, and who has been consulted by many European manufacturers or their agents.

"That is hard to say," he replied, "but there is a considerable number of them looking around already, and there will be many more. I know of a good many, but I am not at liberty to mention their names. I have received all sorts of letters from linen manufacturers asking what the prospects for making money, besides putting numerous other questions, and I know that any number are considering the question in addition to those who have already sent their agents here. It's all poppycock to say that they cannot make linen here as [illegible] flax grown in this country cannot be utilized to make linen. These same men who are going to settle here and make their goods are the men who for years have been saying that American flax was worthless, and that it was useless to attempt to grow flax for seed and for fiber at the same time. The United States is one of the greatest flax producing countries in the world. Last year more than a million acres of land was devoted to the industry. It was for seed alone, though most of the fiber was burned. Why? Just because the farmers didn't know that it was worth anything, for one reason, and for another that there were not enough linen manufactories in the country to use it up. I don't say that our American flax, as it is at present cultivated, is good to make the finest linen, but it can be made so with a little more care and study. As soon as we get on to the curves of this business we can beat the world, and these Europeans who are coming over here know that or they wouldn't come. Flax is not the only thing, either. It requires the most skillful workmen to handle the fine fibers that go into the best linen. One has almost to be born to it to handle it without breaking it. The men who come here to start their mills and factories will make in them, to begin with, only the coarser grade of goods, half bleached goods, such as cheap table covers, cheap napkins, crash and the like, but finally they will make the finer grades."

"Will they buy American machinery to put in their mills?" asked the reporter.

"I don't think so," was the reply. "Some of them may, but I think that for a few years England will send over to us machinery where she used to send linen and the like."

"Will they get around the difficulty of securing skilled labor by importing men and women from Europe who have been brought up in the business?"

"No, they will not," the man replied. "They will depend on the superior intelligence of American labor. Delicate as the work is it will not take the average American man or woman long to adapt himself or herself to it and to become as skillful as the Europeans who have been born in the business."

There is no question about the success of the woolen dress goods men and the hosiery men who settle there. They will come into competition with the American manufacturers. Woolen men say that there is room for them all, but that they will have to hustle to keep along. They will not make any better goods than are already being made here, because as good woolen cloth is made here now as is made anywhere in the world. The men in the [illegible] business don't say this, because, with the increase of the product of mills here, their business slides away from them.

These trades are not the only European ones that are going to settle here on account of the tariff. There is talk of the manufacturers of some food products, notably of maccaroni, coming and of other businesses, but they have not so far advanced as have the linen and woolen and hosiery and dye men.

"This emigration isn't a bad thing for America," said a Worth street merchant. "American bricklayers and carpenters and laborers will be employed to build the factories with American material. American machinery, in part, at any rate, with American operatives to run it, and American raw material. It will stimulate business generally."

D & C Oct 16th '90

ANOTHER SECRET SESSION.

Joint Council and Chamber of Commerce Committee Meeting.

Alderman Kelly's water supply committee of the Common Council held another secret session jointly with the special committee of the Chamber of Commerce last evening. This was the first meeting of the committee that J. G. Cutler has attended since his return from Europe. Other members of the chamber's committee present were William S. Kimball, W. H. Gorsline, Clinton Rogers and Secretary J. Y. McClintock. Of the council committee there were present Aldermen Kelly, Fee, Cleveland and McMillin. William W. Barnard, of the the Executive Board and Chief Engineer Kuichling were also present, and the latter submitted a report on the question of the additional supply, but what its provisions were the members of the committe refused to make public.

As evidence that no agreement was reached, it may be stated that the meeting after lasting until nearly 11 o'clock, adjourned to Monday afternoon when it will be decided "what recommendations to make to the Common Council."

"There were almost as many different opinions on the question as there were gentlemen present," remarked a member of the conference, and that was as far as he seemed willing to go in the way of relating what took place before the committee.

Union Oct 16th '90

Chamber of Commerce and Additional Water Supply.

It is reported that the Chamber of Commerce committee on additional water supply is now inclined to favor Conesus lake as a source of additional water supply. The members attended the meeting of the Common Council Water Supply Committee last evening, at which Chief Engineer Kuichling outlined some features of the additional water supply question. The two committees will meet again at 2 p. m. Monday, when a report to the Council may be prepared. The most serious objection to Conesus lake as a source of water supply, it is said, is that the water shed is very extensive and its sanitary protection would involve a large outlay of money.

D & C Oct 17th '90

Rochester Ahead.

It is something for the people of this city to be able to say, that it has the best equipped commercial school in America, if not in the world, and we believe that everybody will be glad to know that the attendance is at present one-third larger than ever before on a corresponding date. Rochester is not behind western cities in her appreciation of enterprise, and in her encouragement of everybody who seeks to promote her interests and provide her people the best in any line.

SHOE MEN CONSULTING.

A Prevalent Rumor Pronounced Unfounded—Scarcity of Leather.

There was a largely attended meeting of the shoe manufacturers held at the Chamber of Commerce yesterday afternoon. The conference lasted more than three hours and was presided over by D. M. Hough Hough & Ford. There was a rumor about the city during the afternoon, and it was freely circulated among the shoeworkers, to the effect that the manufacturers had determined to shut down all the factories within the next month. The existing difficulties in the Cox factory were given as the cause for this important step.

Several manufacturers who were in attendance at the meeting yesterday, were seen last evening and not one of them would admit that any such step had been decided upon. "In fact" said one of them, "we simply met for conference, and none of the questions discussed were settled. I don't mind saying that higher prices was one of the subjects discussed, but only informally."

"As a matter of fact," said another gentleman, "if we do shut down, it will be in all probability for want of material to work with. There is a scarcity of leather, but as there is no duty on hides it is actual scarcity and not the McKinley bill that is going to make leather hard to get and probably cause an advance in the price of shoes."

Herald Oct 18th '90

Executive Board Business.

A committee consisting of E. T. Curtis, H. B. Hathaway and F. J. Amsden, representing the chamber of commerce, waited on the executive board yesterday and asked that the street car company be required to do better work in relaying the street pavements. A claim of $130 was filed by Dr. George Waldron for injuries done his buggy on September 22, 1889, on State street, by being run into by some of the fire apparatus. Bids were opened for the contract for constructing the new stone sewer 16 feet deep in East Main street from Franklin to Alexander streets, but the contract was not let. The Rochester vulcanite pavement company asked that the time for the completion of the Rowe street pavement be extended from October 15th to November 15th.

Post Express Oct 18th

A GREAT EXPENSE

THE PROCUREMENT OF WATER FROM LAKE ONTARIO.

That is What Ex-Chief Engineer Tubbs Thinks—The Necessity of Care in Preparing the Estimate—A Tunnel Required.

It is believed that Chief Engineer Kuichling's estimate of the cost of procuring water from Lake Ontario is $4,000,000. A POST-EXPRESS reporter visited ex-Chief Engineer Tubbs in his office in the Wilder building this morning and asked him for his views on the question of Lake Ontario as the source of the city's future water supply. The engineer said: "No person can make a definite and careful estimate of the cost of procuring water from Lake Ontario until careful borings are made on the shore and for the whole distance under the bed of the lake, through which it will be necessary to carry the tunnel to get pure water. The trouble in Chicago was the result of not having borings made with sufficient care. After the profiles made from the borings were prepared, an eight foot tunnel was located in a strata which was supposed to be hard pan. After carrying the tunnel a distance of, perhaps, [illegible] feet, they found the hard [illegible] dipped downward and the tunnel was running out into the quicksand. They then dropped the grade of the tunnel fourteen feet and divided it into two six-foot parallel tunnels, to get into and to keep into the hard pan strata. At the end of a mile and a quarter they found that these tunnels were running into the quicksand again. I merely mention this as an illustration of the necessity of care. The borings are made in various ways. The simplest probably is by driving down an iron tube two inches or more in diameter and inserting inside of that a much smaller tube, through which is forced a jet of water under heavy pressure, which disintegrates the different strata as they occur and forces the material through the larger pipe around the outside of the smaller tube, specimens of which are collected and the kind and depth of strata are thus determined. This has to be done in great depths of water and through great depths of other material in the open lake and is a difficult and expensive undertaking. This is given to show how necessary it is to do this preliminary work first. As water for this city from lake Ontario must be pumped to a height of 400 feet to get it into Mt. Hope reservoir, prudence would dictate forcing it up by two lifts, and by two pumping machines, thus dividing the distance and lift.

Mr. Tubbs continued: "The preliminary expense of two sets of machinery, the necessary buildings and reservoirs, it will be seen, will be very large and the cost of operating two sets of pumping engine plants, each of which will be in duplicate, will be very large and the public will thus gain some notion of the cost of obtaining water from that source. There seems to be a popular delusion that because there is an unlimited quantity of water in Lake Ontario, when water is once obtained from that source it will be supplied in sufficient quantity for the uses of the city, however large, for all time without further expense. The getting of water thus from Lake Ontario, however, differs in getting it from any other source in no special particular as to the durability of the supply. When an additional supply is needed over and above the capacity of the originally constructed plant, an additional and similar plant must be again constructed, at similar large cost and at a similarly increased expense for pumping. Personally I have not the least objection to the plans of procuring water from Lake Ontario except the objection of its enormous cost, and I have no objection to the procurement of water for the city's use, from any proper source, provided citizens are given fairly to understand the cost of the procurement of water from that particular source. But I believe that the plan presented by me for obtaining the water from Hemlock and Canadice lakes would be, all things considered, the best and cheapest for the city. But if citizens generally prefer some other plan at increased cost, such plan will never receive any opposition from me. I believe, as I stated, more than two years ago, that with a dry, warm season, the danger of a water famine in this city is imminent and a supply from some source, even a limited one, to piece out our present supply, should be provided before next summer. There seems to be an alternative, for temporary supply, of two plans. The first is the sinking of artesian wells west of the city, to determine the question as to whether a sufficient amount may be thus obtained. A supply of this kind would undoubtedly prove the best, purest and safest for the city. The second plan would be the setting up of a pumping and mechanical filtering plant in the vicinity of the Rapids, taking water from the Genesee river and forcing it into Mt. Hope reservoir. The practical objections to this latter plan are the following: First, the difficulty of convincing the people that any amount of filtering will render the water from the river a potable water and second the danger of resulting suits liable to be brought by every mill owner who depends upon the water for power."

D & C Oct 20th '90.

CARS RUNNING AT LAST

Electricity as a Motor Tested on Lake Avenue.

RECORD OF THE FIRST TRIP

The President of the Short System Operated the Lever and Henry W. Jones Manipulated the Trolley Rope—So Far It's a Success.

The first car ever operated in Rochester by electricity was run over the Lake avenue route Saturday night between the hours of 8 and 10 o'clock. Many dates had been set for this "first appearance," but a number of unexpected delays have arisen from time to time and Saturday night, when a car was actually operated by electricity, was more than a month later than the first date set for the event.

Principal among the causes of delay was the action of the residents of Lake avenue, who so strenuously opposed the erection of wooden poles on their street. But this and the other obstacles have been overcome and at last one of the routes of the city is prepared for electric cars.

Shortly after 8 o'clock Saturday night car No. 114 was drawn from the State street barn by horses and placed on the main track. In it were President A. G. Yates, Vice-President John N. Beckley, Treasurer Arthur Luetchford and Manager Crawford, of the Rochester Railway Company; President Sidney A. Short, Vice-President C. H. Potter, of the Short Electric railway, of Cleveland; Superintendent Charles R. Barnes of the Rochester fire alarm system; Superintendent John C. Lincoln of the Rochester Railway Company; J. H. McGraw of the *Street Railway Journal* of New York City; George Redman of the Brush Electric Light Company; Benjamin Graham of New York; Richard Clay of Philadelphia; T. C. Christie, L. R. Folwell and James Wilson.

After the car had been pulled onto the main track the horses were unhitched and the trolley on top of the car was connected with the overhead wire. Then the current was turned on, the motors received the electricity and the car moved swiftly and noiselessly up State street to the Four Corners. The car attracted a great deal of attention in its passage and by the time the Four Corners was reached a large crowd had gathered to get a glance at it.

At the Four Corners the trolley was reversed and the car started back down State street. President Short operated the lever and Henry W. Jones had charge of the trolley rope. The car proceeded down State street at slow speed, as the horse cars interfered with its progress, but after

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

... driving Park avenue was ... along at a lively rate and reached the Ridge Road at 9:30 o'clock. Superintendent McNally and a gang of men were at work at this point repairing the track and it was necessary to slow down while passing.

The car was timed on the home trip. Rogers's Cottage, which is at the northern terminus of the route, was passed at 9:46, Driving Park avenue at 10:05 and Lyell avenue at 10:14, arriving at the car house at 10:16½ and the Four Corners at 10:18. Two stops caused a delay of twelve minutes, thus leaving the running time from the Ridge road to Main street, a distance of three miles, twenty minutes. This is a saving of at least ten minutes over the running time of the horse car.

The current which propelled the car was obtained from the power house of the Charlotte electric road. The plant at the lower falls will not be ready to supply electricity for two or three days yet, and it will be several weeks before the power house on Center street will be completed.

Trips were made yesterday from the Four Corners to Ontario Beach, but no more than two or three of the new cars will be kept on the route until power can be obtained from the plant at the lower falls. That will probably be before the end of the week.

The new cars are finely fitted up inside and are very handsome outside. They are operated by levers similar to those in locomotives and are furnished with reverse levers at both ends. The new cars have a body length of eighteen feet with six large windows on each side and vestibules at each end enclosed with glass. They are furnished with stoves like those now in the Lake and Park avenue cars. The Lake avenue cars are painted yellow with claret trimmings.

The cars are lighted by two clusters of electric lights, three bulbs in a cluster, and two electric lights at each end.

The Sophia street line will be the next to be operated by electricity.

Herald Oct 21st '90.

THE SCHOOLS.

SUPERINTENDENT ELLIS' ANNUAL REPORT.

Some Interesting Figures—Necessity for an East Side Free Academy—Business Done by the School Board Last Evening.

It was half past eight o'clock last night before the board of education was called to order. In the absence of President Noyes, Commissioner Kingsley acted as chairman. All the members were present except Commissioners Noyes and Moody. After the presentation and reference of the usual number of bills Superintendent Ellis read his annual report, which was ordered published. In opening Superintendent Ellis gives this statistical table:

Number of children between ages of 5 and 21	42,000
Number of school houses owned by city (two in process of construction)	34
Number of annexes rented	13
Number heated by steam and hot air, with ventilating apparatus	14
Number heated by stoves and furnaces	18
Number ventilated by windows and doors	18
Number supplied with water from water works	32
Total number of rooms in schools	389
Total number of grades or classes	289
Total number of teachers (male, 17; female, 428)	445
Number of pupils registered	17,024
Average number belonging	13,710
Average daily attendance	13,063
Per cent. of attendance	95.2
Average cost for pupil, based on average daily attendance and total expenditure	$26 47
Total expenses for year 1889-90	$362,155 20

After referring in detail to the roll of studies embraced in the curriculum and drawing especial attention to the success which has followed the introduction of drawing and vocal music, the report touches upon the subject of overwork. "The charge is sometimes made," says the superintendent, "that many of our pupils suffer from overwork and that still others, unequal to the severe application required of them, fall out by the way. In reference to this charge I may be permitted to say that my long experience and careful observation lead me to a different conclusion. In most of the particular instances that have been cited during the time of my administration of the schools the reasons for failure have been found outside of the school room. A comparison of our own work with that of other cities of the country shows that in many, if not in most of them, the same amount of work is done in eight years for which our pupils are given nine with a possible 10 years. Again, it has frequently happened that some of our schools have been delayed in opening at the beginning of the school year, until October or November. In no instance, in my recollection, have the pupils in these schools failed to finish the year's work and secure their promotion. In my opinion, therefore, the term of our course might be shortened without injury to either the physical or mental health of our pupils.

"The six kindergartens established in 1888 were continued with about the same attendance as heretofore. Their efficiency could be greatly increased by providing them with skilled and intelligent supervision. The evening schools at numbers 5 and 10 were fairly well attended and the results were satisfactory. These schools are not appreciated as they deserve to be, by those for whom they are maintained.

"The plan for promotions adopted last year proved much more acceptable than the plan it displaced. The only change I would suggest would be to promote without written examination, as a mark of honor, those whose record for the year in the written reviews has been exceptionally high.

"With the admission of 374 pupils at the beginning of the present school year, the Free academy building is more crowded that ever. The hall on the upper floor is now used regularly, for study and recitation. The utmost limit in accommodation, has been reached. It would seem a physical impossibility to crowd another year's class into the building. The question is therefore close upon us, as to what is to be done for the future. I see no other solution of the problem than the erection at an early day of another high school building on the east side of the river."

After alluding at some length to the subject of military drill in the schools and commending this branch of training the report refers to the moral training of pupils, which is deemed of the highest importance. The objects are: The upbuilding of good c[illegible] ... cognition of [illegible] ... God. In [illegible] ... struction is given by the reading of a story with a strong moral lesson and in the more advanced schools the end is obtained by brief morning talks.

The fact that from $250,000 to $300,000 is annually expended [illegible] school buil[dings] [illegible] tion is ma[de] [illegible] as superintendent [illegible] a policy of wisdom and economy. The right man, the report says, would save the city annually far more than the salary paid him.

The report closes with the usual complimentary expressions of good will to the commissioners, principals and teachers.

At the last meeting of the board a resolution was adopted awarding the contract for heating and ventilating number 30 school building to T. C. Northcott for $1,180, and an amendment was adopted directing that the improvement be paid for out of the building fund instead of the fuel and fire fixtures fund. Last evening Mayor Carroll returned the amendment with his veto on the ground that there was not money enough in the building fund to pay the bill.

Commissioner Kimmel, who offered the amendment, explained that the fuel and fire fixtures fund consisted of only $1,065 and that several bills yet remained to be paid out of the fund. The mayor's veto was sustained unanimously.

Commissioner Webster offered a resolution that it be deemed inadvisable to open an annex for number 2 school at present and the resolution was adopted.

Under the head of miscellaneous business resolutions providing for the payment of these bills were adopted: W. Foster Kelly, architect's fees on number 8 school, $100; A. E. Lauer & Co., work on number 9 school, $1,600; H. R. Thackeray, work on number 24 school, $125; James Simmons, painting number 18, $200; James Simmons, painting number 30 school, $100; J. H. Bergman, work on annex to number 8 school, $960; Charles L. Horne, mason work on number 26 school, $1,200; Charles L. Horne, carpenter work on number 26 school, $1,000; Montgomery & Son, work on number 30 annex, $1,536; John I. Heveron, work on number 32, $2,000; Wall & Gledhill, cut stone for number 32, $700; Howe & Bassett, heating and ventilating numbers 32 and 9 and number 7 addition, $2,620.

Commissioner Webster offered a resolution that the matter of a change in the course of study in grammar in the seventh, eighth, ninth and tenth grades, in order to conform with the present requirements of the board of regents, be referred to the organization committee with power to act. The commissioner explained that the change would not necessitate any change in the text books, but merely in the mode of teaching.

Commissioner Thrasher asked what state Mayor Carroll's veto left the improvement of number 30 school in and Chairman Kingsley explained that the matter was just where it was before. The work was going on and would be finished and the contractors would not be paid until there was money enough in some fund to pay them.

A resolution was adopted granting the use of one room in number 9 school for a night school for the instruction in the English language of newly arrived foreigners, and then the board adjourned.

POWER TO NEGOTIATE.

It Would be Desirable for the Water Supply Committee to Have It.

Three members of the special water water supply committee of the common council held a meeting yesterday afternoon and agreed to instruct Chief Engineer Kuichling to prepare a partial report to be presented to the common council this evening. The committee will meet again this afternoon and indorse or amend this report before it is presented to the aldermen.

It is understood that the committee wants the common council to invest it with authority to negotiate with the mill owners on Honeoye creek and Hemlock lake outlet. Options have been secured for nearly all of the water rights that will have to be acquired before water can be taken for the proposed conduit, and the total amount that the city is asked to pay is nearly $193,000. This sum, however, includes prices that many of the millers have set on their real estate, which they want to sell with the water rights. The city has no use for this land, however, and the committee, before resorting to condemnation proceedings, desires power to negotiate with the mill owners for the water rights alone. It is believed that the options already alluded to, which were obtained by agents of the chamber of commerce, have no binding force, no consideration being expressed.

Ethical Club Reception.

In the chamber of commerce rooms last evening a reception was tendered by the Ethical club to the members of the Association for the Advancement of Women, now holding an adjourned session in this city. Among those present were Miss Helen M. Mitchell of Denver; Rev. Augusta Chapin and Rev. Florence Kollock of Chicago; Julia Ward Howe, Mrs. Frances Fisher Wood, Miss Leonard of Washington; Mrs. Mary A. Bagg of Syracuse; Miss Mary F. Eastman, Dr. Morey of Rhode Island; Dr. Mark of Baltimore; Miss Carters of Baltimore; Miss Bergen, Dr. Fulton and Miss Sales. The association will meet at the Unitarian church this afternoon and carry out the programme already printed in the HERALD. Wednesday several of the members of the association will attend the congress of Universalists, which will commence at the First Universalist church to-morrow.

D & C Oct 23 '90.

MRS. JULIA WARD HOWE.

A Reception to a Distinguished Woman at the Chamber of Commerce.

Fully three hundred ladies and gentlemen braved the elements last night to pay homage to one of the most distinguished women of the day—Mrs. Julia Ward Howe, author of "The Battle Hymn of the Republic" and president of the association for the Advancement of Women, who was tendered a reception at the Chamber of Commerce by the Women's Ethical Club of this city. No more charming social event has taken place in Rochester this year. The reception committee consisted of Mrs. M. L. Gannett, Mrs. Myron Adams, Mrs. Joseph O'Connor, Mrs. Emil Kuichling, Mrs. Max Landsberg, Mrs. Joseph Alling, Mrs. Horace Hooker, Mrs. S. A. Lattimore and Mrs. Frank G. Newell. The guests of the evening were Mrs. Julia Ward Howe, Mrs. Kate Garnnett Wells, of Boston; Mrs. Ellen Mitchell, of Denver, Col.; and Mrs. Frances Fischer Wood, of New York. Miss Chase and Miss Allie Chase, Miss Edith Peck, Miss Howe, Miss Milliman, Miss Otis and Miss Grace Otis, Miss Cooper, Miss Fannie Alexander and Miss Jessie Post presided at the refreshment tables. The music of Meyering's Orchestra accompanied the pleasant conversational chorus.

Mrs. Howe spoke in Buffalo yesterday evening and did not arrive at the rooms until 9 o'clock. She was greeted with many expressions of pleasure. The nature of the reception hardly permitted any formal remarks by Mrs. Howe.

An adjourned meeting of the Association for the Advancement of Women, which met in annual session in Toronto last week, will be held in this city to-day at the Unitarian Church. Mrs. Ellen Mitchell will read a paper on Ibsen's plays, and Mrs. F. F. Wood will speak on "Scientific Training for Mothers."

D & C

OCTOBER 23, 1890.

THE STREETS.

Mr. McConnell's Report to the Executive Board on Their Condition.

William McConnell, who was employed by the Executive Board to inspect the streets recently torn up by the street railway company and to determine the truth of the complaints made by the Chamber of Commerce, has given in his report. It contains the following:

On Main street paving good from East avenue to Elm street, some of the paving from Elm street to the west line of North avenue too high. From Cortland street to Clinton street pavement all too high between tracks; Clinton street to Stone street, two high between tracks. He finds that the squire at St. Paul and Main streets will have to be partly repaved. From Water street to Front street too high between tracks; also center. Main street from Front street to Exchange street, part of south and north tracks and a portion of the center need to be repaved. At the Four Corners, some of the tracks in the center are too high to conform to the outside works which prevents the paving to be properly done to shed the water to the o[illegible].

Exchange street to Fitzhugh street, north track between rails too high. From Fitzhugh to Sophia streets, the pavement is too high most of the way. On [illegible] street some of the pavement is too high and some is a great deal too low.

On Exchange street from Main street to the bridge the paving is all too high. Beyond the bridge some of the track is too high.

On State street much of the pavement is not properly laid to the railway bridge. On North St. Paul street, Mr. McConnell says, from Main to Andrews streets he can see no way to make it good except by repaving the whole, and from Andrews street to River street the same is true, the paving being too high and not properly laid.

Mr. McConnell's report has not as yet been acted upon.

Times Oct. 23rd '90.

THE NORTHERN CENTRAL.

It is Very Likely Its Lines Will be Extended to this City.

The directors of the Northern Central railroad, who have been visiting in this city for the last few days, were yesterday taken to Charlotte over the new electric road by Mr. Beckley, of the Rochester street railway company. They were accompanied by Mayor Carroll and other prominent citizens, and were well pleased with their trip. The directors were here for the purpose of considering the advisability of extending their road from Canandaigua to this city, giving, thereby, a through route from Rochester to Baltimore. They expressed a high opinion of the business facilities of Rochester, and said they would make every endeavor to make this city the termini of their road. The directors left this morning for Niagara Falls.

Post Express Oct 24th

THE RIGHT COURSE.

Alderman Kelly and his associate, Alderman McMillan, acted wisely in making public the proceedings of the investigating committee.

The very first point taken up shows the value of that course for vindication, as the other points show its value for incrimination. A serious charge of bribery was made in the case of Mrs. E. J. Burke, and her testimony seems to have disposed of it at once. Otherwise the story would have been kept in secret circulation for months and people would never have quite believed that her evidence was so conclusive. The other charges are serious in their nature, though involving small items. If they be proved, the natural inference will be that every such specific case of cheating in the quantity of supplies delivered represents a class of cases.

In the matter of coal supply it behooves all public officials to be very careful. Some years ago the auditor of Buffalo, Mr. English, made a small wooden box, filled it with coal, weighed it, and calculated its cubic contents. He then went round to the different school houses, measured the coal bins, and estimated the weight of coal in them, using the small box for a basis of calculation. He found that about one-third of the coal for which bills had been presented had not been delivered. The correctness of his conclusions was questioned; but when the coal in several school houses was taken out and actually weighed, it was found that the auditor's estimate of shortage was an under-statement.

Aldermen Kelly and McMillan deserve credit for facing the disagreeable task set before them and the other three members of the committee should lose no time in coming forward and taking their share in the labor and responsibility of the investigation. The committee of citizens appointed to attend the investigation should make it a point to be on hand promptly. If they are negligent, it will not do hereafter to impugn in any way the character of a proceedings at which they did not care to attend.

Sunday Times.

[TIM]ES OCTOBER 26. 1890.

LABOR TROUBLES.

Business Men Consider Their Adjustment.

THE PHILADELPHIA PLAN.

Colonel H. S. Greenleaf Presides and Men Prominent For Their Experience in Labor Matters Give Their Views.

A meeting of the committee on labor difficulties of the chamber of commerce was held Friday afternoon with Colonel H. S. Greenleaf in the chair. Colonel James S. Graham and William See were present by invitation. They did not represent any labor organization, but were simply called upon to give the committee the benefit of their experience in labor matters. A very interesting communication was read from Howard G. Townsend, secretary of the Boot and Shoe Manufacturers' association of Philadelphia, relative to that city's plan for avoiding labor troubles. A well known business man spoke very highly of the Philadelphia system. He said that in that city for the last three years not a single hour's time has been lost from any difference between the employer and employes, while before that time business was being constantly upset and demoralized by strikes, lockouts, etc. A joint board of arbitration composed of employers and delegated employes meets once a month whether there is business or not. A grievance must be presented in writing, each side presenting its case as to a jury—each side in turn producing its witnesses. The question is then fully discussed and voted upon. The decision rendered by the vote is final.

The gentleman was of opinion that it would pay the business men of Rochester to thoroughly investigate this system and adopt the same or a similar one for this city. He thought it would soon put a stop to the present labor difficulties.

The Post-Express.

ROCHESTER, MONDAY, OCTOBER 27.

JOHN BOWER SUED

SCHOOL COMMISSIONER ROBERT M. HODGSON DEMANDS SATISFACTION.

He is Determined to Know who Made the Statement that He Knew Anything About Stoves in ex-Commissioner Cook's Cellar.

A paper was served upon John Bower this afternoon, summoning him to appear in an action commenced against him by School Commissioner Robert M. Hodgson. The cause of the trouble is the following statement made by Mr. Bower, read to the Board of Education investigation committee:

Reported that ex-Commissioner Charles S. Cook, of the Fifth ward, did, upon the introduction of steam heat in number 20 school building, have removed from said number 20 school, one furnace with hot-air pipes and registers, to his store located on North Clinton street, and had same set up in his cellar and which at the present time is used by him. Examine superintendent's account and ascertain if same is accounted for. Superintendent's clerk can furnish date when steam was substituted. Witness of complainant: Commissioner Hodgson.

Mr. Hodgson said at the time he had no knowledge of the transaction and that he never had made any complaint. He was determined to know who had given Mr. Bower the information but Mr. Bower refused to tell. He, however, stated that the information was given him by a commissioner now in office.

A POST-EXPRESS reporter sought Mr. Hodgson's attorney, Judge William E. Werner. "No complaint has yet been drawn," said the Judge; "and, should Mr. Bower divulge the name of his informant he may not remove the defendant in the action but until he does so he is responsible for the statement made by him. Mr. Hodgson does not care for monied damages but he is going to set himself right before the public and I suppose that the action will have to take the form of a suit for damages for slander and defamation of character. Mr. Hodgson has no feeling against Mr. Bower and would much prefer that the accountant would divulge the name of the man who was the originator of the objectionable statement."

A BILL MISSING.

Thought to Have Been Stolen from John Bower's Desk.

Among the things referred to in John Bower's report to the Common Council committee investigating the affairs of the Board of Education is a bill for plumbing by Joseph Kimmel, a son of School Commissioner August Kimmel. Mr. Bower placed this bill in his desk and when he had occasion to refer to it the other day, it was missing. The paper was evidently stolen, but Mr. Bower says that the report of the proceedings of the board contains a complete record of the transaction so that the missing bill is not needed for the purposes of the investigation.

Mr. Bower says he has secured several important witnesses in regard to that furnace transaction at No. 20 school. The commissioner who first gave the information to Mr. Bower has been subpœnaed and will be put on the stand to day or to-morrow. He will testify why he gave the name of Commissioner Hodgson as a witness in the matter.

A sensation is promised when testimony is produced relative to a lumber contract with the board, in which crookedness is alleged. Several other interesting exposes are expected. Mr. Bower said to a POST-EXPRESS reporter this morning: "The way the public business is conducted in the city is positively shameful. I have found that many of the members have been openly trading with the board, and this is a crying abuse. An auditor to examine all the accounts against the city is urgently needed."

The executive committee of the Chamber of Commerce has determined to await developments before offering to furnish additional counsel for the investigation.

THE INVESTIGATION.

Rights of the Chamber of Commerce—Commissioner Kimmel Recalled.

The Common Council committee investigating the work of the Board of Education resumed its work at 2.30 o'clock this afternoon. All the members of the committee, City Attorney Ernst and John Bower were present. Among the on-lookers were President Noyes of the Board of Education, John Bower Commissioner Kingsley, ex-Commissioner Cook, Commissioners Lewis and O'Grady, ex School Policeman Kane, Secretary McClintock of the Chamber of Commerce, Henry Amsden and E. R. Andrews.

City attorney Ernst stated that he had understood that the Chamber of Commerce had criticized his method of conducting the investigation. Chairman Kelly denounced the course of the Chamber of Commerce in trying to throw odium on the committee and its attorney by discussing the advisability of securing additional counsel. Secretary McClintock of the Chamber of Commerce said his organization did not seek to cast any reflection on the committee nor the attorney, but he understood that the investigating committee would not permit the representatives of the Chamber of Commerce to ask questions. Alderman Kelly said questions could be asked through the committee. A war of words here arose on the propriety of the interference of the Chamber of Commerce with the investigation. City Attorney Ernst thought the Chamber of Commerce should have been courteous enough to have consulted with him on the question of securing additional counsel.

... [who] was School Commissioner ..., who corrected his testimony of last week by saying that $8 was given by him to J. B. Miller, janitor of the Free academy, for a stove instead of to ex-Policeman Kane. Mr. Miller will be subpœned. Mr. Kimmel was here examined by John Bower. Mr. Bower called the commissioner's attention to a bill for coal of Louis Wehn for $466 which had never been audited by the finance committee. Mr. Kimmel said he had rushed the bill through, in violation of the law, because Wehn was in a hurry for his money. Numerous bills of this kind were shown Mr. Kimmel, and he could offer no explanation why the bills were not audited. Mr. Kimmel was chairman of the fuel and fire committee at the time these bills were paid.

The witness was asked about a bill of his son Joseph P. Kimmel for plumbing.

"Is your son a plumber?" asked Mr. Bower.

"Yes sir, he is," responded Mr. Kimmel.

"Where is his shop?"

"In my house."

"Here is a bill of Joseph P. Kimmel for coal. Is he a coal dealer, also?"

"Yes sir, sometimes."

"Did you ever furnish coal to the board and put bills in somebody else's name?"

"No, sir, except in my son's name."

Mr. Bower said to the witness: "You bought 663 tons of coal at retail prices?"

"We may have to do it again this year," said Mr. Kimmel.

"Then its about time we had a change in the management," rejoined Mr. Bower.

Morning Herald Oct 27/90

ROCHESTER MORN[ING HERALD]

25,481.

THE REGISTERED VOTE OF ROCHESTER.

Comparisons With Other Years—A Very Heavy Poll Indicated—Naturalization Totals—List of Republican Meetings.

The last day of registry resulted in the placing of a large number of additional names on the poll lists. The democrats, who had not attended to this important duty as promptly as their republican brethren, had more work to do on the last day, but the returns from the strong democratic wards indicate that they "hustled" on Saturday. It is difficult to see any advantage for either party in the registration. Notwithstanding the heavy registry quite a number of men could be found yesterday who had not "personally appeared" at the polls, and therefore cannot vote on November 4th.

Both of the county committees received reports, more or less complete, of the result of the registry on Saturday evening and much figuring was done both by the republicans at the National and the democrats at the Bartholomay. Politicians attached much importance to the registry results this year as indicating the size of the total vote on election day. It is assumed that a much larger proportion of the registered vote will be polled than usual, because a man who takes the trouble to go to the polls personally to register is very likely to take interest enough in the election to appear a second time and vote.

The table which follows is based upon exact returns from 108 of the 110 election districts in the city. The two lacking ones are the First of the Fifth ward and the Second of the Eleventh. They are estimated according to the canvasses made and may be accepted as substantially correct. The figures are given by wards and are compared with the total vote on president in 1888 and that on secretary of state in 1889, both being taken from official sources. The former vote was the heaviest ever polled in this city and the latter was very light. In the second column is given the estimated total vote in each ward, obtained by adding the district estimates prepared by the aldermen for the use of the county clerk. It will be observed that the registered vote in some wards exceeds the estimated total. The fact that the registered vote approaches nearly to the presidential vote of 1888 indicates a heavy poll this fall. The following is the table:

WARD.	Registered Vote.	Estim'd Total Vote.	Total Vote 1889.	Total Vote 1888.
First	617	735	617	738
Second	796	895	644	882
Third	1,295	1,712	1,076	1,496
Fourth	968	935	788	1,026
Fifth	1,978	1,985	1,302	1,977
Sixth	953	1,200	758	1,018
Seventh	1,622	1,613	1,196	1,660
Eighth	2,900	2,862	2,221	2,580
Ninth	1,850	1,930	1,378	1,694
Tenth	1,087	1,205	900	1,182
Eleventh	1,839	2,342	1,233	1,740
Twelfth	1,713	2,100	1,312	1,781
Thirteenth	1,951	2,059	1,434	2,113
Fourteenth	1,376	1,729	1,030	1,484
Fifteenth	1,207	1,100	827	1,018
Sixteenth	3,560	3,850	2,113	3,115
	25,481	28,343	18,686	25,969

Political Pr[illegible]

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D & C

OCTOBER 28, 1890.

THE INQUIRY PROCEEDS

Another Chapter in the Board of Education Investigation.

A QUESTION OF VERACITY

Commissioners Englehardt and Hodgson Give Evidence That More Than Slightly Conflicts—Mr. Kingsley Explains—Testimony Taken.

Yesterday afternoon's session of the Board of Education investigating committee was an interesting one even if no startling crookedness was unearthed; while some rumors were, on their faces at least, disproved.

To begin with, when Aldermen Kelly, Selye, McMillan and Fee, and City Attorney Ernst took their places ready for business, Secretary McClintock, E. R. Andrews and Joseph T. Alling of the Chamber of Commerce committee appointed to offer its assistance to the investigating committee, put in an appearance, and the next ten minutes were passed in a wordy battle over the rights of the aldermen, and the rights of the Chamber of Commerce to trample upon those rights. City Attorney Ernst said that he understood he had been criticised by the Chamber; that it had been stated that his heart was not in the work. He certainly had no heart in the manner in which some things had been conducted. He thought only evidence should be taken and not hearsay.

All this trouble arose over the Chamber of Commerce's action in tendering the services of an attorney to assist in the investigation. Alderman Kelly thought the Chamber had been unfair in attempting to cast odium upon the committee. He informed Mr. McClintock that any questions he or his associates might propound, would be asked through the committee. After the close of the session, Alderman Kelly held a consultation with Mr. McClintock and Mr. Alling and it was decided to have another consultation to-day before the committee sits.

The next point of supreme interest was the directly conflicting evidence of Commissioner Englehardt and Commissioner Hodgson with relation to the Cook furnace matter. Mr. Englehardt proved to be Mr. Bower's informant, and as a result, Commissioner Hodgson announced last evening that he had instructed his attorney, Judge William E. Werner, to bring suit against Commissioner Englehardt for malicious slander.

An action was begun against John Bower by Mr. Hodgson yesterday morning, on the same grounds, but when Mr. Bower made known the name of his informant, this action was withdrawn.

Before further action Commissioner Kimmel asked permission to explain some points of his testimony of Friday. He said he was only paid $8 for the furnace and that the money was turned over May 5th to Janitor Miller. Alderman Kelly then exhibited the receipt given to Mr. Rodenbeck by Mr. Kimmel on April 29th for $8 for the furnace in controversy. Mr. Kimmel then showed a receipt from J. B. Miller dated May 22nd for the $8.

Mr. Kimmel was then asked to take the stand again and he was questioned regarding the payment of several bills. Mr. Bower said that many bills were crowded through without the signatures of the finance committee. Mr. Kimmel said of one bill for coal that "it was probable it was put on the budget because some one wanted his pay, and it was intended to have the finance committee sign afterward."

Other bills passed without the signatures of the members of the finance committee were shown by Mr. Bower. "Your duty," said he "is to tell these people they can't have the money until the bills are properly signed by the finance committee."

A bill for repairs paid to Joseph Kimmel was presented. "Who is Joseph Kimmel?" said Mr. Bower.

"He is a son of mine."

"Did he have a plumbing shop?"

"Yes sir, in the house."

Mr. Bower, "Here is another bill for coal over seven months old, and not signed properly, paid to Joseph B. Kimmel. Was he also a coal dealer?"

"Yes sir, at times."

"Where did he get his coal?"

"Sometimes he got it of one yard sometimes of another and sometimes of mine."

"Did you furnish coal, and put the bills in some other man's hand?"

"Only in the interest of my son."

Mr. Kimmel said in relation to the bills becoming old before payment that there was not money in the fund at the time to pay for the coal.

"Why was not all the coal put in for the year at one time?"

"There was not room to store the coal."

A lengthy controversy followed on this point, and but little of interest was elicited.

Mr. Bower said that in 1888 the board bought 663 tons of coal at retail prices, and he thought that very poor management. Mr. Kimmel said in reply that not all the coal could be bought in May, and they could not get May prices when it was necessary to buy it in January.

The coal question was here dropped, and Mr. Bower exhibited a bill for $182.77 for stove repairs which contained only Mr. Kimmel's signature.

"There might have been some excitement at that meeting. I think the bill can be shown to be all right. I am not interested in the bill, I can tell you that."

Chairman Kelly here explained that even in the Common Council it frequently happened that the chairman signed a bill, supposing his associates would sign. He did [illegible] think [illegible] as con[illegible] wrong, unless it could [illegible] that h[illegible] his [illegible] to [illegible] the bill placed on the budget without the other signatures.

Commissioner Kingsley, of the Fourth ward was then called and questioned by [illegible] stove transaction with Mr. Watson. [illegible] said he "Mr. Watson came to me and asked if he could buy a stove for his furniture factory. I told him he would have to see the fuel and fire fixture committee. He said he knew none of the members of the committee."

Commissioner Kingsley then detailed, how Mr. Watson had finally purchased two stoves through him, he getting authority from the committee to make the sale. He also told a straightforward story of how Mr. Watson had tendered him the pay, and he had told him to pay Superintendent Ellis. Mr. Watson finally did leave the check for $8 at his store, and being placed in the safe, his partner had come across it, and asked why it was not attended to. "I said" continued the witness, "take it to the bank and then stop and leave the money with the superintendent." Mr. Kingsley supposed this had been done until Thursday Watson said he had been subpœnaed before the committee and it occurred to him it was probably on the stove business. "'Well,' I said to Mr. Watson 'you paid for them, because I gave you a receipt.' I then turned to Mr. Howard, my partner, and said to him 'you gave that money to Mr. Ellis didn't you?' He said he did not think he did, but that he made a memoranda of it and hung it on the memoranda hook."

Mr. Kingsley here exhibited the memorandum, and also produced an affidavit of C. B. Howard, his partner, corroborating the story.

Commissioner Kingsley was next questioned at length regarding the sale of hardware to the board by his firm. He said when he went into the board he supposed he could continue to sell merchandise to the city. He did so for six years, and then learning it was against the rules, he took counsel, and his attorney advised that he could use his partner's name, or transfer the bill to some other party. He had done this, but he had not received higher prices than others. Mr. Kingsley said there might be carelessness on the part of the committees, but he did not believe there were other irregularities, notwithstanding the many rumors.

Ex-Commissioner Cook's name was called next and lawyer J. J. Snell made a statement that he appeared for Mr. Cook. Since it had been reported that a charge of larceny had been made against Mr. Cook, he submitted that the name of the party making the charge should be disclosed before Mr. Cook was sworn.

"The name of the man is Commissioner Englehardt," said Mr. Bower.

"Then let Mr. Englehardt prove the charge before we disprove it," replied Mr. Cook's attorney.

Commissioner Englehardt was then called and when questioned by City Attorney Ernst, said: "Commissioners Hodgson, Buell and myself met Commissioner Webster in his office and talked about bringing about an investigation. Later when we were alone Mr. Hodgson said to me, are you aware that ex-Commissioner Cook has a furnace in his possession that was got from No. 20 school and not paid for. We talked the matter over and Mr. Hodgson said that if the matter was brought before the investigation committee witnesses could be produced to prove the charge. I put the matter down in writing. It was at his request that I told Mr. Thrasher, but it was not news to him. I know nothing about it, only hearsay. All the information I gave Mr. Bower was at Commissioner Hodgson's request."

Chairman Kelly—"Do you know of any other transaction of the Board not straight?"

"Yes, sir."

"I don't mean any hearsay."

"There are so many things that I don't know what to say."

Commissioner Englehardt then said that in the interest of the city he would prefer not to answer the question. It would be necessary to call other witnesses.

Chairman Kelly informed him he would have to answer, and he then said he had given all the information he knew of to Mr. Bower.

Alderman Kelly then questioned the witness in relation to bills placed on the budget not properly signed. He stated that since he had been the chairman of the finance committee he had raised objections to placing bills on the budget not itemized. He had so informed Superintendent Ellis, and since then all bills, he thought, had been itemized. Before then he had allowed bills to go on the budget coming from Superintendent Ellis, presuming they were all right since they came from the superintendent.

"Are your duties this year any different from what they were last?" asked City Attorney Ernst.

"Yes, sir."

"What did you do last year?"

"I did about what I was asked."

Commissioner Hodgson came into the room at this point and the stenographer was asked to read the testimony of the witness relating to the conversation he claimed to have had with Commissioner Hodgson, and which was in direct conflict with the testimony of that gentleman given Friday.

Commissioner Hodgson then stepped forward and said: "I deny every word of that, word for word. I have never had any conversation with Mr. Englehardt, charging Mr. Cook with any crime, and never did I meet with him, when Mr. Thrasher and Mr. Buell were present. The man that makes this charge I am going to prosecute, and make him prove what he says!"

Commissioner Englehardt said: "What I have sworn to is true. It is only a question of veracity between Commissioner Hodgson and myself as there were no witnesses present."

Commissioner Hodgson requested Mr. Englehardt to read his statement, he did so and added: "I am under oath and wish to say that Mr. Hodgson at that time said that he would see that the charge was proven, for Cook had 'done him a dirty trick' and he wanted to get even with him."

Ex-Commissioner Cook was called and [illegible] with reference to the furnace [illegible] He said: "To my knowledge no furnace was put in my store belonging to the Board of Education. I bought the furnace from Christian D. Then, a reputable stove dealer and paid for [illegible] $40 besides the attachments and [illegible] Cook exhibited a receipt from C. D. Then, bearing date of August 28, 1888.

Mr. Cook was then asked about his relations with Commissioner Hodgson. "I have known him for twenty years and regard him as one of my friend's said he.

Commissioner Englehardt then asked Mr. Cook if Mr. Then did not purchase a furnance from the Board of Education and if that was not the furnace placed in his store. Mr. Cook could not say if this was true.

Commissioner Thrasher was called and questioned regarding the controversy between Commissioners Englehardt and Hodgson, but his testimony had little value. The only irregularity in the Board of Education that he knew of was the loose way of doing business in committee.

Andrew J. Mattle, a former clerk for Commissioner Kuefer swore regarding the dusters transaction that the number was always full.

At this point the investigation was adjourned to 2:30 o'clock this afternoon.

Herald Oct. 28th "/90.

THEY WANT LESS SMOKE.

Business Men's Association Formed to Oppose the Use of Soft Coal.

For the past two weeks a number of prominent business men have been discussing the advisability of forming an association to rid the central portion of the city, if possible, of the injury caused by soft coal smoke. About one hundred gentlemen, including many of the largest taxpayers, have accordingly banded themselves together into an organization to be known as the "Anti-Bituminous Coal Smoke association of Rochester." It has elected the following officers: President, D. W. Powers; vice-president, George Ellwanger; secretary, Frank J. Amsden; treasurer, A. S. Mann; executive committe, E. A. Chase, J. G. Cutler, W. H. Sanger, Oscar Craig, William Eastwood, Charles E. Morris, William C. Barry, L. G. Wetmore, E. P. Reed.

At a meeting of the association held yesterday afternoon at the chamber of commerce the following statement of the position of the association or its platform was adopted:

Every intelligent citizen realizes that the smoke nuisance is increasing in this city to an inconvenient and alarming extent, but probably very few people realize the serious pecuniary loss which is involved in damage to household effects and certain stocks of merchandise, as well as the serious depreciation of certain residence property by reason of this cause.

It is believed that the presentation of these facts to those whose chimneys are destroying property and impairing values, will lead to the speedy abatement of the nuisance, and it is the purpose of this association of manufacturers, merchants and business men, vitally interested in all that makes for the substantial prosperity of Rochester, to labor for this end.

It is not forgotten that public opinion has demanded and obtained from the common council the passage of an ordinance, which if properly enforced, would correct the abuse complained of. But before resorting to a concerted action of citizens looking toward an enforcement of the ordinance named, we are disposed to try a conciliatory and argumentative policy, soliciting the co-operation of those who have thoughtlessly contributed to the increase of the smoke nuisance, as well as of those who are only sufferers from it.

The gentlemen in the association appear to be very much in earnest concerning this matter. One member showed the reporter newspaper clippings from New York and Chicago dailies, showing that Rochester is not the only city where an agitation against soot and smoke is going on. Another property owner said that he had tried both anthracite and bituminous coal and he was confident that with a good engineer the former was as economical a fuel as the latter. He called attention to the constant stoking necessary where soft coal is used and to the amount of the fuel which escapes through the chimney during the process.

Herald Oct. 22 [illegible] /90

A FLYING VISIT.

Pennsylvania Railroad Officials in Rochester.

A number of the officers and directors of the Northern Central Railway and Philadelphia & Erie Railroad Companies arrived in this city last evening, after a tour of inspection over the Northern Central railway, visiting Elmira and Sodus Point, at which latter place they were entertained at lunch by Col. E. B. Parsons, one of the directors of the Northern Central Railway Company. The party dined last evening at the Powers Hotel. Their names are as follows:

B. F. Newumer and George Small of Baltimore, J. N. Hutchinson of Philadelphia, and Col. E. B. Parsons of Sodus Point, directors of Northern Central Railway Co.; J. S. Leib of Baltimore, treasurer; Spencer Meade of Elmira, superintendent; J. P. Kerr, auditor; Thos. C. Clark, special agent, Northern Central Railway Co.; W. Hasell Wilson of Philadelphia, president; G. A. Heberton of Philadelphia, director; J. S. Van Zandt secretary and treasurer Philadelphia & Erie Railroad Co.; James Young, Middletown, Pa., president American Tube and Iron Co.; W. E. Fraser, Williamsport, Pa., division freight agent; E. S. Harood, Williamsport, Pa., division ticket agent; W. F. Hopkinson, Elmira, N. Y., assistant engineer; Stephen W. White, Philadelphia, secretary, and John C. Haines, Baltimore, supply agents Northern Central Railway Co.

A number of citizens joined the railroad party at dinner, including Mayor Carroll, Ex-Mayor Parsons, Samuel Wilder, George W. Archer, William Purcell, Rufus A. Sibley, John N. Beckley, Vice-President Baldwin of the Buffalo, Rochester & Pittsburg Railroad; President L. P. Ross and Secretary J. Y. M'Clintock of the Chamber of Commerce, and Cashier Henry C. Brewster of the Traders' Bank.

The party, upon invitation of the Rochester Street Railroad Company, through Mr. Beckley, accepted an invitation to visit Ontario Beach this forenoon by electric car, and will upon return be shown about the city. The schedule of its tour is as follows:

		Miles.
Monday, 20th.—Philadelphia to Elmira		276
Tuesday, 21st.—Elmira to Sodus Point	91	
Sodus Point to Rochester	74	
		165
Wednesday, 22d.—Rochester to Niagara Falls		74
Thursday, 23d.—Niagara Falls to Buffalo	22	
Buffalo to Erie	89	
		111
Friday, 24th.—Erie to Williamsport		248
Saturday, 25th.—Williamsport to Philadelphia		198
		1072

The time for departure from this city is 2:25 this afternoon, but an effort will be made to delay it until 5 o'clock.

It is quite probable that something of practical value may result to Rochester from this visit of the Pennsylvania officials.

COMMON COUNCIL MEETING

BUSINESS TRANSACTED BY THE ALDERMEN LAST EVENING.

Reports of Committees on Additional Water Supply, East Side Trunk Sewer and Board of Education Investigation—Action on Ordinances.

At the regular meeting of the Common Council last evening all the aldermen were present except Ald. Hall and Bohrer. President Tracy was a little late in arriving and Ald. McMillan presided. A communication from the Rochester Railway Company asked for a postponement of action on its application for permission to cross the new river bridges until the first regular meeting in February next. Action was postponed, as desired. On Ald. Kelly's motion it was decided that when adjournment be taken it be until one week from Thursday evening when the monthly finance budget will be adopted. The Executive Board was directed to extend water mains in Joslyn park.

On recommendation of the Law Committee resolutions were adopted providing for the return to the Empire State and Rochester German Insurance companies of taxes erroneously collected on the personal property of those companies. The amount to be returned is $5,148.60 to the Empire company and $5,151.18 to the German Insurance Company. The committee also reported in favor of paying Contractor N. L. Brayer $505 for damages sustained because of the delay in the construction of the Ackerman street sewer. The resolution to that effect was adopted. The committee also recommended the adoption of an ordinance for a sewer on Colvin street, and the recent action of the Board of Health in regard to this matter was rehearsed. The committee recommended the restoration of the grade of North St. Paul street from Marietta to Lowell streets to its former condition, at the expense of the city.

Ald. Rauber, from the police and excise committee, reported in favor of authorizing the police commissioners to employ twenty additional special policemen on election day on account of the increase in the number of election districts.

Ald. Fee, from a special committee, reported in favor of selling to Stephen Remington a small part of No. 15 school lot for $400. The accompanying resolution was adopted.

A preliminary report from the east side sewer committee was submitted by Ald. Lambert as follows:

Your committee on the east side sewer would [illegible] as a preliminary [illegible] report [illegible] ings, and have discussed the construction of the trunk sewer with Mr. Emil Kuichling. At the [illegible] with the engineer, Mr. Kuichling [illegible] that, as all persons are liable to make mistakes, he would be glad to have his recommendations reviewed by some eminent sewerage engineer.

At one of our meetings, the East Side Taxpayers' association was represented by a committee, who also argued that, in view of the fact that the construction of this sewer was an undertaking of great magnitude, and was sure to be very expensive, the committee owed it to the property owners to make assurance doubly sure, and while expressing the utmost confidence in Mr. Kuichling, and his plans and estimates, they asked the committee to recommend that the council employ some expert engineer to review those plans, and report as to their expediency and practicability; also, as to whether the estimates were approximately correct.

Your committee, while not wishing to be understood as in any way doubting Mr. Kuichling's ability, and confident that his report will bear such review, were impressed with the reasonableness of the proposition. We have therefore, corresponded with several eminent engineers. We would respectfully recommend that this committee be authorized to employ an engineer, at an expense of not to exceed $500, to review the report of Mr. Kuichling and report upon the feasibility of his plans and the correctness of his estimates.

The report closed with the following resolution:

Resolved, That the east side trunk sewer committee be, and it hereby is, authorized and empowered to enter into a contract with an expert engineer to be selected by it, at an expense of not to exceed $500, to review Mr. Kuichling's plans and report as to their feasibility and the correctness of his estimates, but that said contract shall not be binding on the city until the same shall have been approved by the common council.

The resolution was amended so that the expert's compensation will be charged to a new fund to be known as the east side sewer fund, and was adopted as amended.

Ald. Kelly reported for the committee on investigation of the Board of Education. He said it was thought better by the committee not to publish John Bower's report at this time, but to include it in the committee's final report. Next Thursday evening the committee will meet with Mr. Bower to begin its labors. The committee requested further time and was given it.

Ald. Kelly from the special committee on the additional water supply presented the following report:

Your special committee on additional water supply has made an exhaustive examination of the subject of procuring a permanent additional supply of potable water for the city, but in view of the numerous complications that have presented themselves, a final report upon the various projects considered cannot yet be made. The matter of comparative costs of the different schemes is governed largely by the amount of damages that will be demanded by the owners of water power on the outlets of Hemlock, Canadice and Conesus lakes, and until this matter is settled in an obligatory manner, no definite results can be reached.

Your committee would, however, state that in their judgment, the Hemlock lake project presents numerous advantages, which might make it desirable as a source for the additional supply, provided that the value of the damages to the water power owners on the Hemlock and Honeoye outlets can be definitely ascertained. An attempt has been made to secure options on all the water rights thus involved, but, in some instances the negotiations have failed, in consequence of the condition being imposed that the city should purchase the whole of the real estate, machinery and business of the mills and factories. Your committee does not deem it expedient for the city to purchase such real estate, machinery and business, and considers that the rights to the water alone should be acquired. Several of the owners also decline to set a value on their water rights alone, unless to a committee only authorized to conclude a purchase the eof, on behalf of the city.

Such power has, however, not yet been vested in your committee, and, without it, there seems to be no good prospect of reaching any definite conclusions in these respects. Your committee, therefore, deems it necessary that the power to make valid contracts with the owners of these water powers, for the necessary rights to the water in Hemlock and Honeoye outlets, should be delegated to it, in order that negotiations may be properly continued; such contracts to become binding upon the city only after the passage and approval of the requisite legislation, and, also, after the approval of the terms of such contracts by the common council.

The same remarks are likewise applicable to the case of Conesus lake as a source for the proposed additional water supply. Inasmuch as this lake has been particularly recommended by Messrs. Fanning and Fteley in their report of last year, your committee is of the opinion that the costs of securing the necessary water rights on its outlet should also be definitely ascertained in the same manner as above indicated.

The following resolution accompanied the report:

Resolved, That the special committee on additional water supply be, and it hereby is, authorized and empowered to enter into contracts with the owners of water powers on Hemlock, Conesus and Canadice lakes and their outlets for the purchase from such owners of their rights in said lakes and outlets; such contracts to become binding upon the city, however, only after the passage and approval of the requisite legislation, and after the approval of the terms of such contracts by the common council of the city of Rochester.

Ald. Selye moved as an amendment that the committee also ascertain the damages to the water rights on the Genesee river. Ald. Kelly said this matter had been included in the committee's resolutions. The amendment was not seconded. The resolution was adopted.

The following first ordinances were adopted: Colvin and Maple streets stone sewer, $43,000; plank walk on Hague street, $200; Clifford street stone sewer, $36,000; Rugraff street plank walk; Flint street pipe sewer, $975.

Action on final ordinances was taken as follows: Strathallan park curbs and gutters, postponed two weeks; Culver park cement sidewalk, adopted; Melville park plank walk, adopted; Frost avenue plank walks, adopted; Sterling street pipe sewer, adopted; Seward street pipe sewer, adopted; Hawley street pipe sewer, adopted; Jay street stone sewer, adopted; Big Ridge road improvement, postponed four weeks; Court street river bridge, postponed four weeks; Edinburgh street Medina stone improvement, postponed until the first meeting in March; Edinburgh street asphalt improvement, postponed until first meeting in March.

On Ald. Kelly's motion the city surveyor was directed to prepare an ordinance for a sewer in the Big Ridge road.

The following inspectors of election were chosen: Eighth ward, First district, W. J. Stallman; Sixteenth ward, Second district, Patrick Gaffney; Ninth district, Charles Uebel; Tenth District, Frederick Wegman.

Ald. Kelly asked to be relieved from the position of chairman of the additional water supply committee and also from that of chairman of the Board of Education investigating committee on account of ill health. He said he was willing, however, to continue to serve as a member of both committees. Ald. McMillan expressed regret that the health of Ald. Kelly compelled him to make the request, which was granted. The two committees will elect chairmen.

The Law Committee was empowered to erect a polling-place building on H. L. Hilgendorf's lot on Third avenue, if Mr. Hilgendorf's parlors, which were originally designated as the polling place of the Ninth district of the Sixteenth ward, should seem too small in the committee's judgment. A motion by Ald. Tracy to change the polling place of the Second district of the First ward from 56 West Main street to 54 West Main street was referred to the Law Committee.

Ald. Lewis gave notice that at the next meeting he will offer a new rule that any resolution having for its object an increase of clerical force in any of the city departments lie on the table two weeks.

On motion of Ald. Sullivan, a resolution was adopted asking the Rochester Railway Company to give free transportation to firemen on the way to fires."

Oct 14th 1890.
Herald

A PROTEST.

BUSINESS MEN APPEAL TO THE EXECUTIVE BOARD.

Complaint Against Street Railway Company's New Tracks—Dr. Moore Talks to the Chamber About the City Parks.

Previous to the meeting of the chamber of commerce last evening, the board of trustees held a meeting to consider the action of the street railway company in so laying its new tracks in many instances that the grade of the street is rendered uneven. Unless the street railway company alters the grade of its tracks, it is alleged, the city will be compelled to go to an expense of between $60,000 and $100,000 in making the roadway or the sides of the track conform in grade to the tracks. After a thorough discussion of the subject the trustees adopted this resolution:

Resolved, That we most respectfully urge upon the executive board of the city the importance of securing the restoration of the street railway tracks to the normal grade of streets in those cases where the exigencies of hasty construction have caused alterations and imperfect work which threatens expense and inconvenience to citizens.

It was nearly half past eight o'clock before the trustees adjourned and President Ross called the meeting of the general chamber to order. The attendance was unusually large, fully 100 gentlemen being present. "The City's Parks" was the theme of the evening's discussion and President Moore of the park commission undertook the task of enlightening the business men upon the subject. He disclaimed any intention of making an address, and requested his hearers to ask such questions as suggested themselves. When the park commission was first created, said the speaker, it took the members but a short time to discover that they were profoundly ignorant of all matters bearing upon parks. Continuing, the speaker told how the commission employed Landscape Architect Olmstead and then began the work of selecting park sites and preparing for the evolution of the park idea. In speaking of Valley park Dr. Moore explained that 30 acres on the west side of the river had been laid out for a play ground entirely and that the remaining land would be used as a park proper. The roadways of the parks had been a subject of much thought, and it had finally been decided to lay gravel roads, which were deemed best. Of the $300,000 appropriated for the purchase of land $102,000 yet remains. In reply to a query the speaker said that although the matter had not yet been acted upon there was a plan on foot to construct ponds for the boys to bathe in. These ponds will be of various depths and will be located on a hill and in the bed of the old Genesee Valley canal. Referring to the overflowing of the valley park lands President Moore said that the talk was nearly all "moonshine." During the high water in the river two years ago only about thirty acres were under water. This was all meadow land and it would cause no damage, were it to be overflowed each spring.

Turning to Seneca park on the north side of the city and Highland park, which includes the reservoir property, the speaker related the steps taken toward acquiring land and laying out the parks and answered several questions relating to the prices paid for lands, the area of the parks and similar subjects. In closing Dr. Moore expressed his satisfaction over the progress made in making Rochester's parks and said that he hoped some day after the parks themselves had been completed they might be connected by parkways, which would make a splendid drive extending entirely around the city. The cost would be made up, he felt sure, by the increase in the value of property bordering on the parkways.

Dr. Moore was greeted with a hearty and prolonged burst of applause as he sat down. George C. Buell offered a resolution expressing the thanks of the chamber to the speaker and it was unanimously adopted.

A. S. Hamilton referred to that portion of President Moore's remarks bearing upon the overflow of the river at certain periods of the year and the

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... at certain periods and pointed low water at other periods and pointed out the benefits which would accrue to the parks by the carrying out of the water storage project which is being pushed by the chamber.

The meeting then adjourned and the members of the chamber and others in attendance passed into the banquet hall and enjoyed the lunch which invariably follows the meetings of the organization.

Herald Oct 15th

POPULATION OF CITIES.

The new census shows that there are thirty-five cities in the United States having over 75,000 population each. Their aggregate population is 10,316,518, which is 16½ per cent. of the total population of the United States. In 1880 there were only twenty-four cities having over 75,000 inhabitants. Their total was 6,548,714, or 13 per cent. of the entire population of the country. The following table gives in the first column the present rank of the cities; second column, names of cities; third column, population in 1890; fourth column, rank in 1880, fifth column, population in 1800:

1890.		1880.	
1. New York	1,513,501	1	1,206,299
2. Chicago	1,098,576	4	503,185
3. Philadelphia	1,044,894	2	847,170
4. Brooklyn	804,377	3	566,663
5. St. Louis	460,357	6	350,518
6. Boston	446,507	5	362,839
7. Baltimore	433,630	7	332,313
8. San Francisco	297,990	9	233,959
9. Cincinnati	296,309	8	255,139
10. Cleveland	261,546	11	160,146
11. Buffalo	255,543	13	155,134
12. New Orleans	241,995	10	216,090
13. Pittsburg	238,473	12	156,389
14. Washington	228,160	14	147,293
15. Detroit	207,791	18	116,340
16. Milwaukee	203,979	19	115,587
17. Newark	182,030	15	136,508
18. Louisville	185,756	16	123,758
19. Minneapolis	164,780	38	46,887
20. Jersey City	163,987	17	120,722
21. Rochester	138,327	22	89,366
22. Omaha	134,742		30,518
23. St. Paul	133,156	45	41,473
24. Providence	132,043	20	104,857
25. Denver	126,186	50	35,629
26. Indianapolis	125,000	24	75,056
27. Kansas City	105,000	30	55,785
28. Allegheny City	104,967	23	78,682
29. Scranton	95,000	39	45,850
30. Albany	93,523	21	90,758
31. New Haven	85,981	26	62,882
32. Worcester	84,183	40	41,105
33. Richmond	80,000	25	63,600
34. Paterson	78,000	34	51,031
35. Memphis	75,290		33,592
Total	10,319,543		7,113,6[illegible]3

Fifty cities, other than those named above, have populations of over 20,000 each. The latest figures from the census bureau, based partly on estimates, place the population of the United States at 63,231,428.

The Stein, Bloch Company.

Stein, Bloch & Co., one of the largest clothing manufacturing firms in Rochester, has been reorganized as a stock company. The capital stock is $1,250,000, all of which is paid up. The officers are as follows: President, Nathan Stein; vice-president, Leo Bloch; treasurer, A. J. Katz; secretary, L. N. Stein; board of directors, Nathan Stein, Leo Bloch, A. J. Katz, L. N. Stein, A. N. Stein and Louis Griesheimer.

D & C. Oct 30/90

SEEKING THE BENEFITS OF PROTECTION.

Shrewd business men believe the effect of the new tariff law will be to create a boom for manufacturing enterprises in the United States. This opinion is not held alone by residents of this country; outsiders recognize the stimulating effects of protection on home industries.

The following letter from a prominent piano manufacturing firm in Kingston, Canada, has been received by the secretary of the Rochester Chamber of Commerce:

KINGSTON, Ont., Oct. 27, 1890.

Secretary of Chamber of Commerce, Rochester, N. Y.:

DEAR SIR: By this mail I send you an illustrated catalogue of pianos made by this firm, of which I have been manager for the past ten years.

This is the oldest established piano business in Canada, having been founded many years ago, and I can safely say that the instruments made here are first-class, and, in fact, equal to any produced in New York with a very few exceptions; and our staff is complete and competent.

The passage of the McKinley bill by Congress will, without doubt, create a big boom in all manufactories, and pianos will surely share in the general improvement.

My object in writing you is to ascertain what encouragement, both financially and otherwise, would be extended by your board, or others of your city, to the establishment in Rochester of a first-class piano factory. If any reasonable inducement will be given I would undertake to carry it out, and virtually transfer this business to your city.

I am anxious to remove to the United States and have a good offer from a large city in Michigan, but would prefer the East for many reasons. Be good enough to let me hear from you at once, or as soon as convenient. Can give you references and assurances that my part will be carried out.

Yours truly,

H. L. STEVENSON.

More manufacturing means the employment of more wage-earners, and the distribution of more money in home channels of trade. The protective tariff gives stability to home enterprises, and makes it possible to conduct them at such profit that operatives can be well paid, live comfortably and contribute to the prosperity of those about them. The letter from Kingston is significant testimony to the benefits of protection, and shows that live business men know a good thing when they see it.

HILL ON THE CENSUS.

The New York County Criticised by the Governor.

ALBANY, Oct. 31.—Governor Hill has addressed a letter to Secretary Noble on the New York city census question. The Governor says in part:

"Between the enumeration taken by employes of the census bureau and that taken by the police of New York, there is a difference of nearly 200,000 names. So wide a discrepancy cannot be attributed to accident nor to temporary changes in the population of the city. Either one census or the other was radically inaccurate. If 200,000 names have been omitted in the federal enumeration—and estimates based upon all fair standards of comparison confirm the general accuracy of the municipal census—the question of a recount ceases to be local in its nature and scope and involves seriously the right of the state, and perhaps, some time in the future, the political control of the nation. Two hundred thousand additional inhabitants will make a difference to the state of New York of at east one member of Congress in the next apportionment and one vote in the electoral college. If the state is entitled to this additional representation a denial of it would indeed be a flagrant disregard of that constitutional obligation which compels the taking of an 'actual enumeration,' and which is the preliminary act of that subsequent command that 'representatives * * * shall be apportioned among the several states according to their respective numbers.'"

The Governor then declares that the enumeration by the police was carefully made by sworn officers and is corroborated by other proofs which have been forwarded to the secretary by Mayor Grant. He says the facts presented by the Mayor must certainly create a grave doubt whether the federal enumeration may not have been "negligently or improperly taken," and justify the Secretary in ordering a recount by the census bureau. The governor further asserts that all the census enumerators in New York city were partisans appointed for past political services; many of them were notoriously incompetent and careless and political motives, it is suspected to a large degree, explain the defections of the count. The governor protests against a final announcement of the results of the enumeration throughout the country before the accuracy of the count in New York City is tested.

Herald Nov 1st

12 PAGES.

VOLUME XXIII., NUMB

62,480,540.

THAT IS THE POPULATION OF THE UNITED STATES.

Apparent Falling Off in the Ratio of Increase Explained — New York Still Leads, with Pennsylvania Second.

WASHINGTON, Oct. 31.—The census bureau to-day announced the population of the United States to be 62,480,540. These figures are exclusive of white persons in Indian Territory, Indians on reservations and Alaska.

These figures may be slightly changed by late and more exact compilations, but such changes will not be material. In 1880 the population was 50,155,872. The absolute increase of the population in the 10 years intervening was 12,324,757 and the percentage of increase was 24.57. In 1870 the population was stated as 38,558,371. According to these figures the absolute increase in the decade between 1870 and 1880 was 11,597,412, and the percentage of increase was 30.08.

The bulletin announcing these figures is addressed to Secretary Noble and signed by Superintendent Porter. It says: "Upon their face these figures show that the population has increased between 1880 and 1890 only 727,424 more than between 1880 and 1890, and only 727,245 more than between 1870 and 1880, while the rate of increase has apparently diminished from 30.08 to 24.57 per cent.

If these figures were derived from correct data they would indeed be disappointing. Such a reduction in the rate of increase in the face of the enormous immigration during the past 10 years would argue a great diminution in the fecundity of the population, or a corresponding increase in its death rate. These figures are, however, easily explained when the character of the data used is understood. It is well well known, the fact having been demonstrated by extensive and thorough investigation, that the census of 1870 was grossly deficient [illegible] so [illegible] not only to give an exaggerated rate of increase of the population between 1870 and 1880 in these states, but to affect very materially the rate of increase in the country at large. These omissions were not the fault, nor [illegible] census of 1880 was taken under the law which the superintendent, General Francis A. Walker, characterized as "clumsy, antiquated and barbarous." The census office had no power over its enumerators, save a barren protest, and this right was even questioned in some quarters.

The bulletin contains a statement of the relative rank of states and territories in population. As in 1880, New York heads the list, and is followed by Pennsylvania, Ohio and Illinois. Of the other changes in the list the most marked are those of Texas, which rises from number 11 to number 7, Kentucky which drops from 8 to 11, Minnesota which rises from 26 to 20, Nebraska which rises from 30 to 26, Maryland which drops from 23 to 27, Colorado which rises from 35 to 31, Vermont which drops from 32 to 36, Washington which rises from 42 to 34, Delaware which drops from 38 to 42, Nevada which drops from 43 to 49 and Arizona which drops from 43 to 48. The average change in rank is 2.2 places.

The population of the states and territories together with increase and since 1880 is placed as follows.

NORTHERN CENTRAL DIVISION.

STATE.	Population	Increase
Ohio	3,666,719	468,657
Indiana	2,189,030	210,729
Illinois	3,818,536	740,665
Michigan	2,089,792	452,855
Wisconsin	1,683,379	368,200
Minnesota	1,300,017	519,244
Iowa	1,906,729	282,114
Missouri	2,677,080	58,700
North Dakota	182,425	145,516
South Dakota	327,848	229,580
Nebraska	1,056,793	604,391
Kansas	1,423,485	427,389

NORTH ATLANTIC DIVISION.

STATE.	Population	Increase
Maine	660,261	11,325
New Hampshire	375,827	28,836
Vermont	332,205	*81
Massachusetts	2,233,407	450,322
Rhode Island	345,343	68,812
Connecticut	745,861	123,161
New York	5,981,934	899,063
New Jersey	1,441,017	3 9,901
Pennsylvania	5,248,574	965,683

SOUTH ATLANTIC DIVISION.

STATE.	Population	Increase
Delaware	167,871	21,263
Maryland	1,040,431	105,488
District of Columbia	229,796	52,172
Virginia	1,648,911	136,346
West Virginia	760,448	141,991
North Carolina	1,617,340	217,593
South Carolina	1,147,161	151,584
Georgia	1,834,366	292,186
Florida	390,435	120,942

SOUTHERN CENTRAL DIVISION.

STATE.	Population	Increase
Tennessee	1,763,723	221,364
Alabama	1,508,073	245,568
Mississippi	1,284,887	153,290
Louisiana	1,116,828	176,882
Texas	2,232,220	640,471
Oklahoma	61,701	61,701
Arkansas	1,125,385	323,360

WESTERN DIVISION.

STATE.	Population	Increase
Montana	131,769	131,769
Wyoming	60,589	39,890
Colorado	410,975	216,648
New Mexico	144,862	25,297
Arizona	59,691	19,251
Utah	206,498	62,535
Nevada	44,327	*17,939
Idaho	84,229	51,619
Washington	349,516	274,400
Oregon	312,490	137,723
California	1,204,002	339,308

*Decrease.

Vermont and Nevada are the only two states that show a decrease in population during the decade. In the former there has been a trifling absolute decrease; while Nevada shows an absolute diminution in population of 17,939 or nearly 29 per cent; leaving it, in population, the smallest of all the states.

Herald Oct. 31st/90.

ROCHESTER MOR

CHARTER REVISION.

ALDERMAN LEWIS ASKS FOR A REPORT.

Alderman Selye Says the Special Committee Will Meet After Election — Ordinances Passed — Finance Budget's Narrow Escape.

The adjourned regular meeting of the common council was called to order by President Tracy at a quarter past seven o'clock last evening. The absentees were Aldermen Fee, Rauber, Cleveland and Schroth.

Alderman Kelly moved that when the board adjourn it be until next Thursday evening, on account of the date of the regular meeting falling on election day. The motion was carried.

After the presentation of several petitions, Alderman Kelly sent up the finance budget for October, which was read by the clerk. Not until later in the meeting did a majority of the members of the finance committee sign this document, and the council came very near adjourning without passing it. [illegible] of the meeting the mistake, which was so narrowly prevented, occasioned considerable amusement.

Alderman Shelter, from the special committee appointed to investigate the matter of changing the name of Brown street to Brown's avenue reported that a majority of the taxpayers did not favor the change. The matter was accordingly indefinitely postponed.

A resolution from the water works committee was adopted directing the executive board to extend water mains in Leavenworth place and Locust street if sufficient money remain in the water pipe extension fund after extensions already ordered are made.

A communication was read from the city surveyor giving the names of streets in the Fifteenth and Sixteenth wards which are lighted without the adjacent property owners being taxed for the illumination.

The report of the Thomas street extension commission, and of the commission on the opening of a street from Campbell to Maple streets, were presented. Allegations will be heard at the next meeting. John A. Felsinger, Joseph Ritzenthaler and John C. O'Brien, the commissioners appointed to appraise the value of lands needed for the new street from Campbell to Maple streets, made the following awards: Philip Ebertz and wife, $1,026; Joseph Kiler and wife, $84; John Kaes and wife, $84; Joseph Hoffman and wife, $82; Mary Guerinot, $82; Joseph Ruff, $86; heirs of Louis Spitz, $169; heirs of Nicholas Bastendorf, $350.

First ordinances were adopted as follows: Baldwin street plank walk, $755; North St. Paul street Medina stone improvement readjustment between Marietta and Lowell streets, $8,000.

Action on final ordinances was taken as follows: Clifford street pipe sewer, postponed until the next regular meeting; Colvin and Maple streets sewer, postponed until the next regular meeting; Flint street pipe sewer, adopted; Rugraff street plank walk, adopted; Hague street plank walk, adopted; Strathallan park curbs and gutters, adopted.

Alderman McMillan presented a long remonstrance against double street railway tracks in Caledonia avenue. He also asked the council to excuse him from further service on the additional water supply committee on the ground that he could not give the necessary time. Aldermen Kelly and Sullivan protested against the alderman's withdrawal and he did not insist upon his request.

Alderman Lewis offered a resolution instructing the city surveyor to prepare an ordinance for a sewer on Anderson avenue. The resolution was adopted.

Alderman Lewis called attention to the fact that on March 5th last a special committee was appointed on charter revision. He moved that the committee be instructed to report at the meeting following the next meeting.

Alderman Selye, the chairman, said that after election he proposed to call the committee together. He said that the board of education investigation and water supply committees had taken up much time. He asked Alderman Lewis to withdraw the motion.

Alderman Kelly expressed a wish that the alderman from the Sixteenth should wait until the board of education investigation committee reported. That committee, he thought, would recommend some changes in the charter, possibly the creation of an auditor and of a purchasing agent, as suggested by some of the chamber of commerce members.

Alderman Lewis did not wish to be understood as criticising the committee but was anxious that something should be decided upon before the legislature met. He withdrew his resolution.

Alderman McMillan, from the law committee, reported against erecting a polling house in the Ninth district of the Sixteenth ward. The council adjourned, after passing the finance budget, as mentioned above.

Entertainment at St. John's Church

D & C Oct. 31st/90.

THEY'VE COME TO STAY

Electric Car Service Instituted Yesterday.

GOOD-BYE TO THE BOBTAIL

Electric Power Will Soon Replace the Horses — The First Day's Service Most Successful—The Selye Citizens Corps Under Arms.

In fulfilment of the final promise made to the public by the street car company, electric railway service was instituted in Rochester yesterday afternoon. A few minutes before 2 o'clock, car No 112, the first one to be operated was run out of the State street barns, but before proceeding to the Four Corners it was stopped long enough to be photographed. Walter Beckley, the seven-year-old son of the vice-president of the road, pulled the lever turning on the current and the car sped to the Four Corners. In the car were Arthur Luetchford, John N. Beckley, Director M. H. Briggs, and several other railway officials and a few employes of the company.

The announcement made in yesterday's DEMOCRAT AND CHRONICLE that the first car would start at the hour named had drawn quite a crowd to the four corners and when the car reached that point there were about 300 persons [illegible]. They were not all accommodated, but over fifty crowded inside and then the car started out to cover the circuit, with Mr. Canan operating the motor and Alexander Ashley collecting the fares.

Two other cars followed the first one at intervals of seventeen minutes, it having been estimated that the route could be covered in fifty-one minutes. The trial was most successful in every way and the car returned to the Four Corners shortly before 3 o'clock, having made the trip in fifty-three minutes. A noticeable feature of the new system is the gradual way in which the cars are stopped and started. The passengers are hardly able to tell the exact time at which the cars begin to move when being started. This is a great improvement over the sudden jerk of the bobtail car.

The horses met and passed by the electric cars did not appear to be frightened by the, to them, unusual spectacle of a car running without any visible means of locomotion. Of course some of the young and inexperienced animals shied a little, but that was the extent of trouble.

Until next week the cars will not be operated after 9:30 o'clock in the evening. Not enough men have been initiated into the mystery of operating the new cars to supply a relief gang. This trouble will be obviated in a few days, as men are to be instructed now that cars are in operation. One of the company officials said yesterday that no motor men have been brought to Rochester from other cities, notwithstanding the rumor to that effect that was circulated when some drivers were discharged a few days ago.

Only three cars were operated on the Ridge road line yesterday, but a fourth one will be put on to-day. It is in every way probable that they will never again be taken off the line.

The street railway company, unable to secure the consent of the property owners on South Clinton street, from Court street to Monroe avenue, on the Monroe avenue line, is now laying one of the tracks on South street intending to carry them around to Monroe avenue in front of the arsenal. A route for this latter line has been surveyed through the grass plot in front of the arsenal. One of the members of the Selye Citizen Corps seeing the surveyors driving stakes indicating the proposed route reported the matter to Captain Henderson and he immediately took steps to prevent work from going any further. He has a sentinel on guard all the time and Wednesday had a guard of twenty men sleeping in the Arsenal. The guard was kept standing last night and will be repeated to-night unless some satisfactory agreement is made with the street car company. The captain telegraphed the adjutant-general for instructions in the matter, but last night had received no reply.

"What would you do, Captain," asked a DEMOCRAT AND CHRONICLE reporter, "if the street car employes should attempt to lay the tracks through your ground?"

"Order my men to fix bayonets and charge on them," he replied without hesitation.

Three lines have been surveyed from South street to Monroe avenue, and it is quite likely that the one marked out to go through the asphalt pavement will be used. No one would object to this.

Experts who have examined many of the important electric railway power houses in this country, assert, after examining the plans for the power house of the Rochester electric railway, that when complete there will not be its superior anywhere.

Nearly every one in the city has seen the great chimney that rises from the bed rock and through the roof of the building just north of the Central-Hudson tracks on the plot bounded by Mill and Center streets, Brown's race and the railroad embankment. The octagonal chimney is 165 feet high and has a base of nineteen feet in diameter, its walls being nearly four feet thick at the base and built hollow. It is nearly completed, only a little ornamental work at the top remaining to be done.

[illegible] that the Republican ticket would be triumphantly elected.

PROTECTION KEEPS OUR WORKSHOPS FULL OF BUSY MEN.

Action of the Trustees.

Exactly twenty members of the board of trustees of the Chamber of Commerce were present at last evening's meeting. Several matters were up for discussion, among them the investigation of the Board of Education and the action of the committee in refusing to allow the Chamber to be represented by a lawyer. This question held the attention of the trustees for more than two hours. A partial report from the committee on the condition of labor in Rochester was received and the committee was given further time. President Ross was authorized to appoint delegates to the National Board of Trade at New Orleans December 8th. George C. Buell, D. M. Hough and Secretary McClintock were named as delegates. Six new members were elected, as follows: A. V. M. Sprague, M. Schoeler & Co., Joseph Wehle, Rochester Power Company, James Redmond Tyler and the Office Specialty Company. The North and South Continental railway will be the subject for discussion at the meeting of the chamber next Monday evening. Professor Ward will be invited to speak on the subject.

Nov 3/90

4.

ROCHESTER MORNING HERALD

POPULATION OF THE STATES.

On Saturday the HERALD gave the official result of the count of population of the United States—62,480,540. It also gave the figures of each census for 110 years, with the percentage of increase each decade. Since then the official bulletin showing the population by states has been received from the superintendent of census. The figures by states are as follows, the census returns of 1880 being also given for comparison:

STATE.	1890	1880
Maine	660,261	648,936
New Hampshire	375,827	346,991
Vermont	332,205	332,286
Massachusetts	2,233,407	1,783,085
Rhode Island	345,343	276,531
Connecticut	745,861	622,700
New York	5,981,934	5,082,871
New Jersey	1,441,017	1,131,116
Pennsylvania	5,248,574	4,282,891
Delaware	167,871	146,608
Maryland	1,040,431	934,943
District of Columbia	229,796	177,624
Virginia	1,648,911	1,512,565
West Virginia	760,448	618,457
North Carolina	1,617,340	1,399,750
South Carolina	1,147,161	995,577
Georgia	1,834,366	1,542,180
Florida	390,435	269,493
Ohio	3,666,719	3,198,062
Indiana	2,189,030	1,978,301
Illinois	3,818,536	3,077,871
Michigan	2,089,792	1,636,937
Wisconsin	1,683,697	1,315,497
Minnesota	1,300,017	780,773
Iowa	1,906,729	1,624,615
Missouri	2,677,080	2,168,380
North Dakota	182,425	36,909
South Dakota	327,848	98,268
Nebraska	1,056,793	452,402
Kansas	1,423,485	996,096
Kentucky	1,855,436	1,648,690
Tennessee	1,763,723	1,542,359
Alabama	1,508,073	1,262,505
Mississippi	1,284,887	1,131,597
Louisiana	1,116,828	939,946
Texas	2,232,220	1,591,749
Oklahoma	61,701	....
Arkansas	1,125,385	802,525
Montana	131,769	39,159
Wyoming	60,589	20,789
Colorado	410,975	194,327
New Mexico	144,862	119,565
Arizona	59,691	40,440
Utah	206,498	143,963
Nevada	44,327	62,266
Idaho	84,229	32,610
Washington	349,516	75,116
Oregon	312,490	174,768
California	1,204,002	864,694
Total	62,480,540	50,155,783

The number of white persons in Indian territory and in Alaska are not included in this table, as they were made the subject of special investigation by the law. For the same reason Indians are not included. In the above table the states are grouped geographically instead of being named alphabetically. The footings of each group are given below:

Group.	1890.	1880.
North Atlantic division	17,364,429	14,507,407
South Atlantic division	8,836,759	7,597,197
Northern Central division	22,322,151	17,364,111
Southern Central division	10,948,253	8,919,371
Western division	3,008,948	1,767,697

There is much food for the reflective and for the curious in these tables. The rapid growth of the west, excepting the territories of Arizona and New Mexico, and the state of Nevada—the latter being the only state besides Vermont that shows a decrease in population—is the first to attract attention. Washington has nearly five times as many people as it had ten years ago, and the superintendent says the greater part of this increase has been made since 1885. Oregon has grown nearly 80 per cent., and California 39. Montana and Wyoming have trebled their numbers, Idaho has nearly trebled hers, Colorado has more than doubled, Utah has increased 46 per cent., and Arkansas and Texas over 40. The relative rank of the states and territories is shown in the following table, with the changes which ten years have brought about:

1890.	1880.
1 New York.	1 New York.
2 Pennsylvania.	2 Pennsylvania.
3 Illinois.	3 Ohio.
4 Ohio.	4 Illinois.
5 Missouri.	5 Missouri.
6 Massachusetts.	6 Indiana.
7 Texas.	7 Massachusetts.
8 Indiana.	8 Kentucky.
9 Michigan.	9 Michigan.
10 Iowa.	10 Iowa.
11 Kentucky.	11 Texas.
12 Georgia.	12 Tennessee.
13 Tennessee.	13 Georgia.
14 Wisconsin.	14 Virginia.
15 Virginia.	15 North Carolina.
16 North Carolina.	16 Wisconsin.
17 Alabama.	17 Alabama.
18 New Jersey.	18 Mississippi.
19 Kansas.	19 New Jersey.
20 Minnesota.	20 Kansas.
21 Mississippi.	21 South Carolina.
22 California.	22 Louisiana.
23 South Carolina.	23 Maryland.
24 Arkansas.	24 California.
25 Louisiana.	25 Arkansas.
26 Nebraska.	26 Minnesota.
27 Maryland.	27 Maine.
28 West Virginia.	28 Connecticut.
29 Connecticut.	29 West Virginia.
30 Maine.	30 Nebraska.
31 Colorado.	31 New Hampshire.
32 Florida.	32 Vermont.
33 New Hampshire.	33 Rhode Island.
34 Washington.	34 Florida.
35 Rhode Island.	35 Colorado.
36 Vermont.	36 District of Columbia.
37 South Dakota.	37 Oregon.
38 Oregon.	38 Delaware.
39 District of Columbia.	39 Utah.
40 Utah.	40 Dakota.
41 North Dakota.	41 New Mexico.
42 Delaware.	42 Washington.
43 New Mexico.	43 Nevada.
44 Montana.	44 Arizona.
45 Idaho.	45 Montana.
46 Oklahoma.	46 Idaho.
47 Wyoming.	47 Wyoming.
48 Arizona.	
49 Nevada.	

PRINCIPLES AND MEN.

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circumstances of extreme danger.

THE GROWTH OF CITIES.

The increase of population in cities since 1880 has been so large that it is difficult to believe the increase in total population no greater than the Census Bureau represents. The proportion of inhabitants in cities of 8,000 and over has at each census increased, but at the last census very slightly, so that it might be reasoned with much confidence that not more than 23 1-2 per cent of the population would be found in such cities. As yet the full number and population of these is not known, but in all probability there are only thirty-four cities of 75,000 population or over, and of these the population has been stated. In 1880 there were only twenty-four such cities, having an aggregate population of 6,543,714, or 13 per cent of the entire population of the United States. But in the following table appears the population of thirty-four cities, amounting to 10,234,385, which is 16 per cent of the population of the whole country as reported by the Bureau:

		1890.		1880.
1	New-York	1,513,501	1	1,266,299
2	Chicago	1,098,576	4	503,185
3	Philadelphia	1,044,894	2	847,170
4	Brooklyn	804,377	3	566,663
5	St. Louis	460,357	6	350,518
6	Boston	446,507	5	362,839
7	Baltimore	433,639	7	332,313
8	San Francisco	297,990	9	233,959
9	Cincinnati	296,309	8	255,139
10	Cleveland	261,546	11	160,146
11	Buffalo	255,543	13	155,134
12	New-Orleans	241,700 e	10	216,090
13	Pittsburg	238,473	12	156,389
14	Washington	228,160	14	147,293
15	Detroit	207,791	18	116,340
16	Milwaukee	203,979	19	115,587
17	Newark	182,020	15	136,508
18	Louisville	185,756 e	16	123,758
19	Minneapolis	164,780	38	46,887
20	Jersey City	163,987	17	120,722
21	Rochester	135,302	22	89,366
22	Omaha	134,742		30,518
23	St. Paul	133,156	45	41,473
24	Providence	132,043	20	104,857
25	Denver	126,186	50	35,629
26	Indianapolis	125,000 e	24	75,056
27	Kansas City	105,000 e	30	55,785
28	Allegheny City	104,967	23	78,682
29	Scranton	95,000 e	39	45,850
30	Albany	93,523	21	90,758
31	New-Haven	85,981	26	62,882
32	Richmond	80,300	25	63,600
33	Paterson	78,300	34	51,031
34	Memphis	75,000 e		33,592
	Total	10,234,385		7,072,009

In this table the official figures are given for New-York, and a correction would undoubtedly increase the proportion of population in this class of cities to 16.1 per cent or more. The latest estimates of the Bureau are given for a few other cities marked "e" which may be modified. It is also possible that one other city not yet reported may be found in the 75,000 class, but not probable. If the census aggregate is correct, one must be prepared to believe that about 16.1 per cent of the total population is now in cities of a class which included only 13 per cent ten years ago. There is another way of presenting the matter. These thirty-four cities had in 1880 a population of 7,072,009, so that the increase in ten years, even without correction for New-York, has been almost 45 per cent. But the increase in the remaining population is represented by the Bureau as having been only 24.8 per cent. That the cities grow faster than the country is known, but that they grow so much faster than the rest of the country is not known. Towns having a seventh of the population in 1880 are represented as having absorbed about a quarter of the entire increase in the whole country, and if the report for New-York were corrected the disproportion would be even greater.

Of other cities, reports have been collected of forty-two having populations of 20,000 or over, which have in all 1,599,344, against 922,368 in 1880. Including these, there are seventy-six cities which have gained 3,839,352 in population, or 48 per cent, while all the rest of the country must be supposed to have gained only 10,004,865, or 23.7 per cent, if the Bureau report of aggregate population is correct. These are not easy figures to reconcile with the probabilities. It is in the cities that local pride, and the knowledge of local officials and boards, and published directories, and an

N.Y. Tribune

AY, OCTOBER 9, 1890.—TWELV

organized police force, most assist the enumerators, and by jealous watchfulness expose negligence and render defective returns less probable. In the smaller towns and rural districts, where no such restraints or helps exist, the chances of error are much increased.

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ore register, and register at once!

THE RECOUNT IN NEW-YORK

President Walker, who was Census Superintendent in 1870 and 1880, declares that there is no ground for presumption that the census of 1890 is incorrect. His great experience in dealing with complaints and recounts entitles his opinion to weight, and he differs widely, though opposed to the present Administration, from partisan organs which conceal the truth in the hope of political advantage. His opinion exactly fits the case respecting the census of this city. The recount here entirely fails to create a presumption that the original census was in error. All partisan prejudice in favor of one count or the other should pe put aside if the facts are to be fairly considered.

There is evidence that more than 200,000 persons may have come to this city since the census began, of whom there is no evidence that they have left. The immigrants at this port alone were 99,874 in June, July and August, and probably 30,000 more in September. How many have gone to other parts of the country there is no evidence. Reckoning only the farms in Columbia, Greene and Delaware counties and south of these in this State, 41,000 in 1880, in Northern New-Jersey and Monmouth County, then 20,000, and in Fairfield and Litchfield counties of Connecticut, then 10,000, there are 71,000 farms on which at least one more hand for each must be required in spring and summer than after harvest, and in the fall the men from these farms naturally seek employment for the winter in the city. Certainly not less than 25,000 well-to-do persons, business and professional men, occupy country residences near New-York, in the care of which at least one more hand is required in summer than in winter. The laborers in brick-yards alone within the area above described were 5,200 in 1880, and are probably 7,500 now, and in all other occupations which do not continue during the winter fully as many more persons must be employed, while the natural excess of births over deaths in the four months in this city would be about 10,000. Thus 250,000 persons or more, who were either not living in this country in June or were employed elsewhere, have come or may naturally have come to this city by the middle of October, and there is no evidence that any except a part of the immigrants have left the city. The natural presumption is that the census in June more nearly shows the actual population of the city at that time than the Mayor's count in October.

But if there remains a discrepancy of 30,000 to 50,000 persons, there is no presumption whatever that the census rather than the Mayor's count is in error. In fact, the natural presumption is that a count made for a political purpose, to get as many names as possible, would exceed by many thousand a count made solely to enumerate the population correctly. Errors there were, no doubt, in both enumerations. Some thousands may easily have been omitted by the census-takers in their haste to get their work done. Other thousands, of temporary visitors or of people who do business in town but live in the suburbs, may as easily have been added in the Mayor's count in eagerness to make the returns large. From the day that count began every police officer was threatened by certain newspapers with censure and the disfavor of Tammany if he failed to make out a great excess over the census.

When all these facts have been duly weighed there remains another of importance—that the Mayor does not consent to take the only fair mode of convincing the census officials, by forwarding to Washington the schedule of names for comparison. By such a comparison, with investigation of the discrepancies, it could be quickly determined whether the recount is of any value as evidence. By refusing opportunity to test its accuracy the Mayor has discredited it in advance, and that refusal has continued until it may no longer be possible to make a needful investigation without unreasonably delaying the whole work of the census.

If there is to be an admission for New-York of the great army of workers who come in from the country in the fall, and the other increase of population in four months, the same will be demanded by many other cities, and is already demanded by Philadelphia and Baltimore. But the law requires a census of the inhabitants in June. The multitude who were then working and living in the country were in all probability enumerated there. A recount for such cities is no longer possible without changing the date of the entire enumeration, and taking it all over, and there would be a constitutional question as to any apportionment based on an enumeration not made at the regular decennial date.

Nov. 3rd/90.

POST-EXPRESS: MO

CITY OF ITS INHABITANTS TO SPITE THE ...

Governor Hill has written a strong protest against the census enumeration in New York city to the secretary of the interior. He asserts, on the basis of the enumeration made by the police, that the population is larger by 200,000 than the census returns show, and he declares that this error may cheat the state out of a representative in congress and a vote in the electoral college.

We have no sympathy whatsoever with the complaints made in regard to the census of New York city. The papers authorized to speak for the democratic party in the metropolis made a deliberate and foolish attempt to discredit the census beforehand. The *Sun*, the *World*, the *Herald*, the *Times*, and the *Evening Post* attacked the character of the superintendent, declared the questions prescribed by law unconstitutional, and advised the people not to make answers to the enumerators. If the census be incomplete and if the state and the metropolis lose political power in consequence, the fault lies with the democratic press; and they have no right to take advantage of their own wrong by appealing for another enumeration. The attempt to frustrate the census, made in New York and elsewhere, was a piece of absurdity that we could not understand at the time and do not understand now.

If these census officials were not doing their duty, there was a plain remedy. In this city, as the enumeration was drawing to a close, and there was reason to fear incompleteness, the POST-EXPRESS called for cases in which enumeration had not been made and published names and residences. The result was that the enumerators were enabled to go over their work carefully and correct it. There was some growling about our course at first; but the officials were not long in taking advantage of our criticism, seeing that it was designed to help rather than hurt them. The result is that Rochester is satisfied with the eleventh census. The census returns show that the population is greater than the figures at which the most sanguine estimates set it.

Ten years from now probably the press of New York will know enough to help the census enumerators instead of hindering them. At best the work is difficult enough and subject to every variety of error; and let us hope that we have seen the last attempt to discredit its results beforehand and encourage ignorant people to insult and thwart the federal officials engaged in the constitutional duty of census enumeration.

THE SCHOOL BOARD.

Investigation Resumed—That Charge of Bribery.

The Common Council committee now engaged in the investigation of the affairs of the Board of Education assembled in the committee room of the board at 3 o'clock this afternoon. E. R. Andrews and L. P. Ross of the Chamber of Commerce and Aldermen Kelly, Cleveland and McMillan of the Common Council, were present. Alderman Kelly said that Mr. Webster had given the committee the lady's name who was said to have stated that Mrs. Burke gave $50 for her appointment. She was now in New York city. She had written that "another lady had told her so." The name of the "other lady" has not yet been secured.

Several attorneys were present at the opening of the board and Alderman Kelly stated that all questions must be asked through the city attorney. Ex-District Attorney Taylor stated that he appeared for Commissioners Englehardt and Buell. They had a right to ask questions He must decline to ask any questions other than directly.

Alderman Kelly said that if the investigation was interfered with by too many lawyers it would became a farce. City Attorney Ernst said that there were sixteen commissioners and that if all were represented they would have sixteen lawyers asking questions.

Mr. Taylor said that he didn't charge that the committee or the city attorney were trying to cover anything up.

City Attorney Ernst—"That very thing has been charged. I would ask Mr. McClintock if he wrote the communication published in Friday's POST-EXPRESS signed "K."

Mr. McClintock said he did not, but acknowledged that he had had something to do with it.

Mr. Ernst said he was proud of the enemy he had made and proceeded to make an attack upon Mr. McClintock.

CITY HALL NOTES.

The Additional Water Supply Question—Other Matters.

The subject of an additional water supply has been dropped for the present and the report of the special Common Council committee has been pigeon-holed. It is understood that the committees of the Chamber of Commerce and the Common Council are considering the advisability of obtaining options on property needed to secure the supply from Conesus lake which has been recommended. In the meantime the land owners in the vicinity of the proposed sources of additional supply south of the city are organizing for their own interests, so that the city, when it is ready to act, will be confronted not only by the millers but by the land owners—two organized bodies. A meeting of the land owners' organization was held

... a plan was decided upon. But the details of that plan are to be kept secret. The land owners have been notified by the joint water committee of this city that it will not be policy for them to hold out too strongly in their demands upon the city of Rochester, as the latter prefers to pay a larger sum for the construction of a conduit to Lake Ontario, if necessary, rather than to pay such heavy tribute as is proposed by the land owners south of the city.

The case of John C. Driscoll charged with bastardy and convicted in the Municipal court, was appealed to the court of Sessions. It was announced this morning that Driscoll had gone to Punxutawney and as he did not appear when the case was called, his bail bond of $500, furnished by Jeremiah and James J. Driscoll, was forfeited.

"The Smith street lift bridge was damaged by a boat which ran into it Saturday afternoon," said a city official this morning. "The bridge tender who is employed by the state was at fault and the city will have to be to the cost of repairing the bridge. This looks like an imposition upon the city."

Chamber of Commerce.

The executive committee and board of trustees of the Chamber of Commerce will meet this evening. The meeting of the committee on manufactures and promotion of trade, called for this afternoon, has been postponed owing to the death of the mother of the chairman, T. B. Griffith.

Herald Nov. 4th/90.

IN WANT OF MONEY

SOME PUBLIC SCHOOLS MAY HAVE TO CLOSE.

Improvements Imperative at Numbers 26, 30, and 33 and No Money With Which to Make Them.

Commissioner Spitz of the Fifteenth ward was the only absentee at last evening's meeting of the board of education. The commissioners were in a hurry to get through with the meeting and the business was rushed through at a lively pace. After the minutes of the previous meeting had been approved without reading the usual number of bills were read and referred to the various committees.

Superintendent Ellis presented this statement of the condition of the various funds on November 3d: Teachers, $106,642.24; repair, $12.44; building, $55,744.49; miscellaneous, $1,597.46; library, $310.39; text book committee, $2,314.59; supply committee, $7,326.01; fuel and fire fixtures committee, $4,729.70; printing committee, $1,708.46; Free academy committee, $1,312.33; officers and janitors, $16,832.13.

A note was received from Congressman Baker stating that he had sent to the board a complete set of specimens of minerals and eight maps of the United States. Superintendent Ellis stated that the minerals had been arranged in the Free academy by Professor Arey and added that the collection, as well as the set of maps, was very valuable. The board accepted the gifts and returned a vote of thanks to the donor.

Commissioner Thrasher presented the monthly budget. The names of two teachers, he said, were on the budget, who had not been engaged in teaching. The city attorney, however, had given an opinion that the two teachers would have to be paid, as they were in the employ of the board. The name of one other teacher had been on the budget, but when she was assigned to a place she declined to go and so her name had been erased. The budget was passed.

When the budget had been disposed of Superintendent Ellis stated that in June last, he had, as he supposed, deposited $233.25 with the city treasurer. The receipt, he found, was for $10 less. A rigid examination had failed to reveal the whereabouts of the missing $10 and he had accordingly deposited that amount with the city treasurer in order to make the accounts balance.

The bids for the printing of the superintendent's annual report were opened. There were two bids. The figures of the Post-Express publishing company were $1.45 per page, 1,000 copies of the report being bound in paper and 200 in cloth. This was the lowest bid and the contract was awarded to that company.

The following bills were ordered paid: Wall & Gledhill, cut stone for number 25 school, $232; John I. Heveron, work on number 34 school, $2,000; A. E. Lauer, work on number 30 school, $1,461; O'Connor & Co., cut stone for number 30 school, $160; Montgomery & Son, work on number 34 school, $1,250. These final estimates were ordered paid: J. E. Sipes, $74.69; J. L. Stewart, $49; O'Connor & Co., $85; O'Connor & Co., $78; William Huddy, $67.

Commissioner Kingsley presented an architect's estimate from Orlando K. Foote of $267 for extra work necessary for number 33 school building and another from W. Foster Kelly of $500 for number 30 school. The commissioner said that there would not be money enough to pay these bills, but that the work would have to be done or the buildings could not be used. He pre... sented ... providing that the work be done. He also stated that work would have to be done on number 26 and other schools and thought that the board should meet again on Thursday night to meet the question fairly. Commissioner Kingsley said that once the board had gotten over these difficulties by some little technical irregularity but that now the board was "doing business on the ground floor" and the old ways had been thrown aside.

Commissioner Thrasher said he was opposed to contracting a debt of fifteen cents if there was no money to pay with. Similar difficulties would arise later and if the schools must be closed they might as well be closed now as at any time.

A brief discussion upon the subject followed and then Commissioner Kingsley withdrew his resolutions and the further consideration of the matter was left until a special meeting of the board to be held next Monday evening.

The board appointed Mrs. Lumson janitor of number 20 annex and then adjourned.

SIMMONS Liver Regulator cured me

Post Express Nov 4th/90

Board of Education.

At the meeting of the Board of Education last night the superintendent presented a report showing the state of the funds to be as follows:

Teachers' fund	$106,642 24
Repairs	12 44
Building	55,744 49
Miscellaneous	1,597 46
Library	310 39
Text book committee	2,314 59
Supply committee	7,326 01
Fuel and fire fixtures	4,729 70
Printing	1,708 46
Free academy committee	1,312 33
Officers and janitors	16,832 13

The superintendent announced that ex-Congressman C. S. Baker had presented a set of mineral specimens and a map of the United States to the board.

The employees and teachers' budget was adopted.

The contract for printing the superintendent's annual report was awarded to the POST-EXPRESS Printing Co., as the lowest bidder.

Commissioner Kingsley announced that there is not money enough in the funds to complete work on certain schools—26 and 29. If they voted to go on with the work it would go, but if not the work would stop. The matter was referred to the finance committee to report Monday night.

D&C Nov. 7th/90.

TO TRY FOR NATURAL GAS

Otis & Gorsline's Announcement to the Common Council.

THEY REALLY MEAN BUSINESS

And Will go Down 3,000 Feet, if Neccessary, to Find the Mysterious Vapor—Other Important Matters Brought Before the Aldermen.

Peter Sheridan's musical voice was not heard at the meeting of the city fathers last evening, his absence being occasioned by sickness. City Messenger Erwin performed the duties that usually fall to the suave Peter. The aldermen not present were Sullivan, Cleveland and Judson. A great deal of routine business was transacted and some other as well.

John Bower's report on the affairs of the city treasurer's office for the month of October, was sent up by Alderman Kelly. Alderman Kelly announced that the committee on the investigation of the affairs of the Board of Education would not be ready to report until the next meeting.

Alderman Sullivan of the Second ward, presented a communication from F. A. Wesley, resigning his position as member of the Board of Supervisors, from the Second ward. The resignation was accepted and Alderman Sullivan placed William B. Cooper in nomination for the vacant office, and his election followed; Superintendent Wesley's reason for resigning is serious illness. The new supervisor is of course a Democrat.

A communication was received from the Superintendent of Public Institution transmitting the resolution of the Board of Education, asking for an appropriation of $15,000 to meet the extra demands of the fiscial year. Alderman Kelly offered a motion which was adopted referring the communication to the finance committee, to investigate the matter and report back; and in doing so stated there was no way of raising this money except by making the city's note, and there was no guaranty, but that in a few days the Board of Education would be wanting some more money.

First ordinances were adopted as follows: Rutgers street improvement, estimated expense $1,500; Jay street sewer, estimated expense $8,900; Anderson and and University avenue sewer, estimated expense $1,200; Big Ridge Road widening, expense not estimated; Murray Park sewer, estimated expense $1,800.

Final ordinances were thus disposed of: Colvin and Maple street outlet sewer, adopted; Clifford street sewer, adopted; Baldwin street plank walk, adopted; North St. Paul street Medina readjustments, postponed two weeks.

When the Colvin street sewer ordinance came up, Alderman Bierbauer spoke against the assessment of the Maple street property, on the ground that the Maple street people already had a good sewer. Alderman Kelly spoke vigorously in favor of the ordinance reviewing the action of the Board of Health, and calling attention to the powers of the Board of Health. Alderman Kelly, thought, however, that the assessment on Maple street should be nominal. City Assessor Peacock was heard from in relation to the territory to be assessed and the proposed route of the sewer. He thought the route laid down in the ordinance was the best route that could be ... Maple street was to be assessed though it had a good sewer, because, the present sewer was not adapted to deep cellars. No block could have a decent cellar on the street with the present sewer.

City Attorney Ernst said if the Council did not pass the ordinance, there was no doubt that the Board of Health had a right to go ahead and order the construction of the sewer.

Alderman Shelter moved that a committee of three be appointed to visit the location and make an examination of the property to be assessed.

Alderman Kelly opposed the motion, vigorously though, "politically it would be better for me" he said "to oppose the construction of the sewer. I don't care, you may postpone this matter till doomsday, the sewer will be constructed and will have to be paid for."

The motion was lost, and after a remonstrance was read, Dr. Biegler entered the room, and was asked to speak on the matter. "The Board of Health," said he, "has given you all the facts relating to the matter, and it seems foolish for me to say anything. You have the opinion of the State Board of Health, and that of the attorney general. There is only one thing to be said. The condition of things on Colvin street is a menace to life and health. There is no engineering difficulty in the way. If this matter is not disposed of by the council the Board of Health promises you that it will take immediate steps to give relief to the people on this street acting under the authority given it by the state." The ordinance was then adopted.

W. P. Henry and A. S. McNab, the commission on the widening of Chestnut Park, made a report awarding $260 to Angelia B. Foster.

A communication was received from the firm of Otis & Gorsline which is not only interesting reading but is of so much importance that it is given below in full:

ROCHESTER, N. Y., Nov. 5th, 1890.

To the Honorable, the Common Council of the City of Rochester,

GENTLEMEN:—A suit is now pending against us as violators of the ordinance relating to smoke. Not wishing, and having never desired, to be considered nuisance perpetrators, but rather to live in peace with our neighbors, and with existing ordinances and laws, we have industriously endeavored by a large correspondence and interviews with people in different parts of the country, and in various walks of life, to find a solution of the difficulty, but as yet have been unable to learn of any practical method whereby the smoke complained of can be abated, save by closing our factory, abandoning the business, or moving it to some other place.

In our seeking for a remedy, we have thought of the use of natural gas instead of coal. Encouragement has been extended for finding the desired article in our vicinity, and we have determined to prosecute the idea. We have entered into a contract with an experienced driller of this kind of wells, residing at Bradford, Pa., for sinking or drilling a well to the depth of 3,000 feet or more, if gas in suitable quantities cannot be found at a less depth. This is a bona fide contract, entailing the expenditure of a large amount of money, and is entered into on a business basis.

The party agrees to move his machinery here and commence operations on or before the 15th of the present month, and to have the well completed within one hundred days from date, if serious obstacles are not encountered.

In view of all this we ask your honorable body to postpone said suit, and not press it until after we have fully completed and tested this experiment. Very truly yours,

OTIS & GORSLINE.

Otis & Gorsline, as is well know, are sewer pipe manufacturers. Their factory is located on Oak street between Smith street and Lyell avenue, and it is very near the mills where it is proposed to put down the test well.

Alderman Lewis offered a resolution to be known as Rule 46, providing that no resolution providing for an increase in the clerical force of any departments of the city government shall be acted upon until it shall have lain upon the table for two weeks.

Alderman Selye spoke against the resolution, and Alderman Lewis spoke vigorously in its favor. He did not mean to charge that any force had been increased under the present ... what was needed ... committee, if it had the right to increase any force, by one man, it could increase any force beyond all reason. He did not think it right that any alderman should be asked to come here and vote for making demands upon the city treasury without a chance to make an investigation.

The resolution was finally laid on the table for two weeks.

A motion was made by Alderman Kelly referring the matter of the compensation of inspectors of election to the finance committee. The water works committee reported in favor of extending water mains into Argyle street and the report was adopted. After transacting some other minor business the council adjourned.

A CENTENARIAN'S BIRTHDAY

The One-Hundredth Anniversary of Austin Atchinson's Birth Celebrated Yesterday—A Life of Frugality and Temperate Habits.

Special Dispatch to DEMOCRAT AND CHRONICLE.

SPENCERPORT, Nov. 6.—An event of rare occurrence took place to-day in the pretty little village of Spencerport. The occasion was the celebration of the one hundredth anniversary of the birth of Austin Atchinson. A grand public reception, under the auspices of the Methodist Episcopal Church of which Mr. Atchinson has been a life-long member, was given in honor of the aged pioneer. The exercises were held in the Methodist Church and citizens and neighbors of all denominations united in the demonstration.

Among those present from out of town were: Mrs. Almira Holland, of St. Joseph Mich., a sister of Mr. Atchinson; O. S. Willey, of Chicago, a nephew; Miss Mary Barker, of Niagara Falls, who is a great-great niece of the centenarian; Rev. G. W. Coe, Rev. J. T. Humphreys, Rev. George Stratton, Rev. Mr. Colburn and Rev. J. W. Sanborn, former pastors of Mr. Atchinson. There were also present Rev. E. B. Furbish, of the Congregational Church Rev. Mr. Williams, of the Presbyterian Church, and Rev. Dr. Dryer, presiding elder of the Niagara district.

Mr. Atchinson walked from his home to the church, a distance of sixty rods, and sat for his picture in front of the church, enter-

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

cess, was sencik ... for himself. But ... has not been the offer made or action taken by the Mayor. The applicant selected, to suit himself, five out of 947 enumeration districts, and proposes the case should be disposed of on an investigation of the books relating to these. But, he at the same time, says these enumeration books do not include all the population that was returned to him by the police enumerators.

"To have had possession of these acknowledgedly imperfect records, to have compared them with the schedule of the United States enumerators in his own department, under the law that authorizes copies only to be furnished municipalities for inspection, to have given him entire freedom of action in the premises without the supervision or presence of any agent of the applicant, was the least that could have been offered the secretary. His position and his obligations were all the sureties necessary to entitle him to this confidence But on application by the secretary to have the books, incomplete as they were, delivered at the department upon an official receipt, he was informed by the custodian of them that the instructions of the Mayor were to the contrary, and that he, the custodian, must be constantly present with the secretary when he was examining the books or comparing them with the United States census returns, and the sole custody of them by the secretary could not be allowed. Thereupon the custodian was informed that the secretary would proceed with the business without them.

"The refusal of the books leaves this case substantially where it was when the last opinion was delivered. The offer of the returns of merely five wards out of 947 districts that are in the city of New York, and these returns acknowledged to be imperfect, could have been entertained only upon a most liberal treatment of the application; these books having been withheld, there is no evidence whatever before the secretary of the authenticity and reliability of the police count, or of any insufficiency in the United States census taken in June.

"The several other papers, computations and comparisons surrendered to the secretary being those as to death rates, number of voters and comparison of directory contents are matters that cannot prevail in the face of an actual count of the people that was duly taken according to law. They do not change the presumption in favor of the census of the United States because of any calculations or results in such papers set forth."

The secretary says he is therefore driven by the Mayor's course in refusing his request and thus keeping the case utterly bare of any facts authorizing a re-enumeration to again disallow the application.

D & C Nov. 11th/90.

CHAMBER OF COMMERCE.

The International Railroad Scheme Cordially Endorsed.

The regular monthly meeting of the Chamber of Commerce was well attended last evening.

A communication from William F. Peck, secretary of the Mechanics' Institute, in reference to the series of receptions to be given there, the full text of which is published in another column, was received and filed.

It was expected that Professor H. A. Ward would deliver an address on the benefits to be derived from an international railway connecting North America with all the South American republics, but he was unavoidably absent. John Fahy read a paper upon the subject, dilating upon the many advantages to be gained by opening up such a channel for the trade and manufacturies of the United States. Remarks were made by Hon. C. E. Fitch, Hon. George C. Buell, Professor George D. Hale, William C. Barry, S. G. Curtice and others. Secretary McClintock read a list of 200 articles carried by steamships to Latin-American ports, 159 of which were manufactured in or near Rochester. The list embraced all manner of goods from agricultural implements to water wheels, in alphabetical order.

President Ross, upon motion, appointed John Fahy, Clinton Rogers and William C. Barry, a committee to draw up resolutions endorsing and encouraging the project for the extension of the railroad.

Nov. 11. '90.

ING HERALD, TUESDAY,

Supervisors To Meet This Morning—The Roll of Members.

The annual session of the board of supervisors will open at eleven o'clock this morning. The board has one democratic majority and the closeness of its political division is likely to lead to many interesting complications. Of the 35 members, 18 served in the last board. Of the remaining 17, Supervisors Miller of the Ninth ward, Clark of Penfield and Sherman of Rush have served in the board at some time previous to last year. It is a singular fact that three of the supervisors are ex-assemblymen, Messrs. Defendorf of Perinton, Goss of Pittsford and Church of Riga. The board as a whole may be considered a very representative one, including many gentlemen favorably known throughout the county. The list of members follows:

First ward—James W. Clark, rep.*
Second ward—William B. Cooper, dem.
Third ward—Edward A. Frost, rep.*
Fourth ward—Lyman M. Otis, ind. rep.*
Fifth ward—Samuel W. Bradstreet, dem.
Sixth ward—Abram Stern, rep.*
Seventh ward—George P. Draper, rep.
Eighth ward—William Haitz, dem.
Ninth ward—Frederick Miller, dem.
Tenth ward—Joseph Carberry, dem.*
Eleventh ward—John Burgess, dem.
Twelfth ward—Henry G. Cook, rep.*
Thirteenth ward—John Mauder, rep.
Fourteenth ward—Thomas Gosnell, rep.*
Fifteenth ward—Samuel A. Ketchum, dem.*
Sixteenth ward—Thomas Doud, dem.
Brighton—Edwin C. Remington, rep.
Chili—Lewis B. Carpenter, dem.†
Clarkson—John Prosser, dem.†
Gates—Jacob S. Haight, dem.†
Greece—Thomas H. Eddy, rep.
Hamlin—James H. Redman, rep.†
Henrietta—Charles E. Green, dem.†
Irondequoit—William H. Sours, dem.*
Mendon—Smith Porter, rep.†
Ogden—Lester S. Nichols, dem.
Parma—Elam A. Cross, rep.†
Penfield—George W. Clark, rep.
Perinton—Fletcher A. Defendorf, dem.
Pittsford—George A. Goss, rep.†
Riga—William S. Church, dem.
Rush—Joseph H. Sherman, rep.
Sweden—Alfred M. White, rep.
Webster—Burton E. Sperry, dem.
Wheatland—William C. Page, dem.†
Democrats, 18; republicans, 17.

* and † Reelected.

Both parties will probably hold caucuses before the session this morning. There are three democrats mentioned for chairman, Supervisors William H. Sours of Irondequoit, William C. Page of Wheatland and Jacob S. Haight of Gates. It looks as if Mr. Sours would be the choice, and if this be the case, the republicans, or some of them at least, will probably support him. Several of them are outspoken as to the advisability of joining the democrats in voting for Supervisor Sours.

The clerkship may not be settled on the first ballot, nor yet on several others. The opposing candidates are David L. Hill, democrat, and Charles U. Bastable, republican. If Supervisor Ketchum, democrat, votes for Mr. Bastable, as is generally expected, and Supervisor Otis, an independent republican, declines to vote for him and puts in a blank ballot, the count wound stand Hill 17, Bastable 17, blank 1. This is assuming that all the democrats except Ketchum support Hill and all the republicans except Otis support Bastable. If this deadlock should occur it might be kept up for many ballots.

It is not probable that any other officers will be chosen to-day. A conference of the democratic members was held on Saturday at which 13 supervisors were present. In balloting for penitentiary superintendent it is said that almost as many candidates were named as there were supervisors present. Supervisor Green of Henrietta and Doud of the Sixteenth ward are said to have been in the lead.

A GREAT PROJECT.

INTERNATIONAL RAILWAY TO SOUTH AMERICA.

Discussed by the Chamber of Commerce—Paper by John Fahy—Addresses by Charles E. Fitch, J. Y. McClintock and Others.

The regular monthly meeting of the chamber of commerce was called to order by President Ross at twenty-five minutes past eight o'clock last evening. The attendance of members was good and several well known citizens, not connected with the commercial affairs of the city, were present.

A letter was read from Professor H. A. Ward, thanking the chamber of commerce for its invitation to speak at the meeting, but regretting that a previous engagement prevented its acceptance.

A communication was also read from the board of trustees of the Mechanics' institute inviting the members of the chamber to visit the institute on the following special visiting nights: Builders' trade employers, November 12th; machinists, foundrymen and iron and brass workers, November 14th; other branches of trade, November 18th; the ladies, November 21st.

President Ross hoped every member would avail himself of the invitation. [illegible] Rochester [illegible] more deserving of the assistance of its citizens.

The president also opened the discussion of the topic of the evening, "The South American International Railway, [illegible] the proceedings [illegible] curing reciprocity of trade between all American nations.

John Fahy said that Professor Ward had agreed to prepare a paper on the subject at some future time if a notice of two weeks were given him. Mr. Fahy then read a paper of his own, of which the following is a brief synopsis:

"Mr. Blaine sounded the key-note when he said we should look to the south and not to the east for our trade. There is located one-fourth of the arable land of the globe. The international congress has made it plain that we have no territorial ambitions in South America. We simply want a natural friendship with the people, an interchange of products. Our conduct toward Mexico at the time of the annexation of Texas gave the other Latin republics a well grounded suspicion that we aimed at territorial aggrandizement. But our actions since then have tended to disarm this suspicion.

"It seems comparatively easy to close the gap between the railroads of North and South America. Only a little over 3,000 miles of road is required to connect the North American system with that of the Argentine republic. This would open up a territory having a population of 40,000,000. Our country is advantageously located to become the great commercial country of the world. The one great step to take is to build this international railway. The cost is but a drop in the bucket. We can then land our goods in South America while the European merchant is loading his vessel. It seems to me that we should pass resolutions urging our senators and represenatives in congress to push the project and also should send communications to other commercial bodies, asking for similar action. Let us do what we can to develop the railroad system. It is the life-blood of our commerce."

Collector Charles E. Fitch was called upon. He said that he had been exceedingly fascinated by what he had read concerning the plan. "It is the dream of to-day," said Mr. Fitch, "but it will be the realization of to-morrow. It does not admit of doubt that the two continents will some day be connected by iron bands. I do not know whether it is proposed to build this railway by public largess or by private enterprise. I myself have usually inclined toward the idea of a private enterprise when possible." In closing Mr. Fitch paid a very graceful tribute to the chamber of commerce and the work accomplished by it, both at home and in connection with national enterprises. Mr. Fitch was loudly applauded.

George W. Rafter was invited to speak. He referred to the fact that there are thus far few successful trunk lines on this continent running north and south. He thought interesting statistics might be prepared relating to the trade to be secured by the proposed railway. Mr. Rafter's remarks were received with applause.

Secretary McClintock read extracts from a work on South American trade by William E. Curtis. He showed conclusively that almost all kinds of manufactured articles are in demand in South America. He read a list of 159 such articles manufactured either in Rochester or its immediate vicinity. Mr. McClintock referred to the great saving of time in shipping to be effected by building the road. The secretary also read an extract from President Harrison's message to congress transmitting the report of the Pan-American congress and from Secretary Blaine's report on the same subject. Mr. McClintock next read the recommendation of the international congress regarding the railway. He showed from an outline map on the wall where pieces of road had already been constructed which could be incorporated in the proposed system. The rough estimates of the cost of the new railway vary from \$105,000,000 to \$150,000,000.

George C. Buell referred to the difficulties encountered by the late Dr. Carver of Pittsford in pushing forward the project for a railway to the Pacific coast. The building of this railroad, he said, was but an indication of what could be done by the force, the enterprise and the push of the American people. He believed that the South American railway would eventually be built and that the chamber of commerce would do well to pass a resolution to be presented to the national board of trade convention, which meets in New Orleans on December 8th.

Professor George D. Hale spoke briefly. He believed that one disad-

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Utica Globe.

UTICA, SATURDAY, NOVEMBER 8, 1890.

Stove and furnace, coal and dusters
Are the salary adjusters
But when all the K's are settled
Bower justice will be meted

THE RIGHT BOWER AND THE SCHOOL BOARD.

(Subject of Cartoon.)

THE RIGHT BOWER AND THE SCHOOL BOARD.

"Well, father, we struck it good last week in putting that election puzzle into the GLOBE."

"We did indeed, my son; half the county was at work at it, and no two came to the same conclusion. It puzzled them more than Herman's tricks."

"But it was very easy, father."

"That was the reason why they did not find it out. People are always looking in the distance for that which is nearest to them."

"This cartoon act will be the source of much amusement to us the coming winter. Shall I wind it up?"

"Do so, my son. I wonder what scene it will present now that the election slides are exhausted.

Phonograph:
Give it to them, sir. Right Bower,
Lightning straight, a perfect shower;
And when they all have skipped and danced,
Honesty will be advanced.

"Why, father, this is a regular shaker camp meeting, and no mistake."

"You are right, my son, there is more shaking taking place than there has been since the county treasury was invaded.

"Who is that standing in front of the bill board?"

"That is Rochester's Right Bower."

"Animate or inanimate?"

"Considerably animated at the present time, but not quite as much so as are the others."

"He has a good figure."

"He is called the prince of figurers, my son."

"He resembles the jack of clubs."

"He hits the hardest of blows, my darling."

"What is that machine he has in his hand?"

"That is the electric investigator."

"It has a peculiar crank."

"Yes, it is a new invention, called the Ernst crank."

"What is that small quadruped in the foreground that is barking at the men?"

"That is another bow-wow-er."

"Does its barking scare the people into dancing?"

"Oh, no. The quadruped only scares away trade from the city."

"Who is the limber-jointed gentleman with a stove on his back?"

"He is a splendid fellow and has done a great deal of work in the board, and his only failing is being a little absent-minded at times."

"Who is the next gentleman with a furnace lashed to his larboard side, that is exercising himself like a jumping jack?"

"That is the gentleman who Cooked his goose by depositing his money in the school Policemen's Bank by placing it in the School Janitor's Bank."

"Say, father, are you not a little ambiguous in your conversation?"

"If you should frequent the investigation rooms you might think ambiguity, obscurity and incongruity were the essential features in the inquisition."

"Who dances the can can with the coal basket on his back?"

"That is not a minister, but the Pythias of Rochester."

"Why do they call him by that name?"

"Because he remembers his friends."

"Who skippeth the fantastic toe with the hammer in his fist?"

"One of the Siamese twins."

"Who is the other twin?"

"Karweick."

"The K's are more than plenty, father."

"It should be called the dance of the K's, my son. There is one more of the same class."

"The one that is watching the dance?"

"The same. He is the chairman and is meditating."

"Upon what subject?"

"How it would be if the investigated should change places with the investigators."

"How long will the right bower keep them dancing?"

"Until those incumbrances are danced off from them."

"Who is that gentleman nearly out of sight behind the bill board?"

"That is ex-District Attorney Taylor, who was not wanted. But hark to the mechanical rhymster.

Phonograph:
The dance of the K's, the dance of the K's,
Stepping the measure of censure or praise.
Good fellows all and jolly each one,
But when, oh when, will the farce be done?"

REDUCTION OF THE SCHOOL BOARD.

The Commissioners Should be Paid Salaries.

ROCHESTER, Nov. 8.—The further the School Board investigation progresses the more the GLOBE is of the opinion that the board should be reduced to three members and that the three members should be given good salaries and be responsible for all the branches under them. Three members at work six days of the week would equal in time the work of eighteen members one day and the work accomplished would be far more effectual. Then the responsibilities would be centered down to a focus and blame or praise placed where it justly should rest. The city has no business to ask its citizens to employ their time on its affairs without a recompense and the citizen has no right to take an office and recompense himself in a way contrary to law and the requirements of our charter. The school commissioners should give bonds that all parties employed by them did the work that they were paid for, as is the Executive and Police Board. We would be pleased to have our readers express to us their views on the subject and if it is right to have the reform, help the movement forward to its consummation.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Post-Express.
ROCHESTER, SATURDAY, NOV. 15.

ALDERMEN'S PAY

JOHN BOWER THINKS IT IS NOT EARNED.

City Messenger Erwin Explains How Much Time is Demanded for Committee Work—Alderman Selye is Tired of the Position.

Asked in regard to the gain derived by the city from the payment of salaries to the members of the Common Council, John Bower said this morning: "There is no doubt that if the aldermen would do their duty the pay would be all right; but, with the exception of two or three, the councilmen do not do their duty. The trouble is a number of them are not competent to perform their duties, and some of those who are competent are derelict. If the system were different there would be no difficulty in securing good citizens who would assume the duties of aldermen without pay and would do the work thoroughly. The great city of Brooklyn does not pay its aldermen anything. I think the investigation of the school board will result in the appointment of a city purchasing agent and possibly a superintendent of buildings. To be sure, members of the Common Council committees do considerable work, but it is difficult to secure a quorum in many of the committees for business. Why, even during the excitement attending the discovery and investigation of the city treasury defalcation it was difficult to get a quorum of the finance committee."

A reporter asked President Tracy of the Common Council what could be said in reply to Mr. Bower's statement. "Well, I think there is no doubt that some of the aldermen, at least, earn their salaries. Mr. Bower probably speaks of his personal observation. He knows that the investigating committee, for instance, is doing work because he sees its members at work. But while that committee is in session there are two or three others at work. If Mr. Bower would see the work performed by the council committees he must come to the city hall and stay from Monday morning to Monday morning, week in and week out, and he will find the aldermen devoting a great deal of time to the city's interests. City Messenger Erwin can tell you something of the work of the council aside from its regular and special sessions."

City Messenger Erwin said in reply to the reporter's questions: "You may obtain an idea of the time devoted to council business by the aldermen, from the fact that in a period of eight months I sent out 1,000 notices of committee meetings. Not one per cent of them was sent to other than aldermen. I have just had another 1,000 printed. The committee meetings average from five to ten per week. Of course some aldermen work harder than others, because of their place on committees and the demands of their wards. I think that at least half of the aldermen more than earn their salaries. There are seventeen regular and a number of special committees. Those which are required to do the most work are the finance, law, assessment, poor, lamp, water works and wooden building committees. Meetings of these committees are being called almost daily. The other committees have work to do at stated times and upon occasional calls. The general public has little idea of the time which the aldermen find it necessary to devote to the work of the council. They receive calls continually at their places of business, their homes and on the street, from constituents who want this and that improvement or don't want it and there are arguments, persuasions and compromises. Difficulties must be adjusted and everybody must be satisfied if possible. All this takes time. The long reports presented on important matters show that somebody has been working and spending time in the interest of the city."

Said Alderman Selye—"The contingent expense committee meets as often as the finance committee and has a great deal of work to do. I am on seven committees and I find that it takes a large share of my time to attend to the matters that come up. Next week I shall call a meeting of the charter amendment committee and meetings will probably be held nearly every night for two months, to consider the revision of the charter. During the summer months many of the officials have been away and, election coming on, there was no time to consider this subject. From now on we will have more time. This is my last term as alderman. There is too much work connected with the position I shall be a member of the Executive Board next year. I was in the office of the board this morning picking out my seat.

"I think," continued the alderman from the Ninth, "there should be two branches to the legislative body. The lower branch should consist of a councilman from each ward, to serve without pay; the upper house should consist of five councilmen at large, to be paid a good salary and to have charge of all work now entrusted to the Executive Board, Police Board and Excise Board. Let this work all be done by one body. It is done so in other cities, I understand, and is a great success. There should be an auditor, a purchasing agent and a building superintendent for the entire city."

Alderman Kelly said there was no doubt that some of the aldermen spent more time and labor on the duties of their position than others and that this was largely due to the nature of the committees with which they are connected.

D.+C. Nov 1890

A NOVEL SMOKE CASE

ON TRIAL BEFORE JUDGE WHITE IN THE MUNICIPAL COURT.

Witnesses Say the Smoke Coming From the Chimneys of the Otis & Gorsline Tile Factory Damages Their Clothing, Furniture and Eatables.

The case of the City of Rochester against Otis & Gorsline, to recover penalties for alleged violation of the ordinance in relation to the smoke nuisance, was begun before Judge White in the Municipal Court this morning. Assistant City Attorney Hone appeared for the plaintiff, and Edward Harris for the defendants. It is claimed by the plaintiff that the defendants, who keep a large tile factory on Oak street, maintain a nuisance in the shape of dense volumes of smoke which are emitted from the factory's chimneys night and day. The case is an interesting one from the fact that it is the first one of the kind ever tried in this city.

City Clerk Sheridan was the first witness called. He gave evidence in relation to the adoption of the ordinance in regard to the smoke nuisance.

John West of 77 Saratoga avenue was called and said that he had been bothered with the soot from the tile factory smoke; that the porch of his house, his carpets, bath tub, bed clothing, crockery, were practically ruined from the soot; that when the wind was blowing in the direction of his house, he could not open a window for fear of being suffocated by the gas; when clothes were hung on the line in the yard they would in a very short time be covered with soot. On cross examination by Mr. Harris witness said he lived about 1,000 feet east of the factory, but could distinctly see all of the chimneys on the Otis & Gorsline factory. He did not notice that there was much smoke from other factories in the neighborhood.

James L. Whalen of 205 Jones street said his residence was about 800 feet from the factory; his attention had been called to the soot from the smoke by his wife; it was a soft feathery substance and would leave a stain on goods which it was impossible to wash out; his wife was often compelled to bring in the wash after it had been hanging out and have it washed over again; he had not noticed the smoke so much as the soot; he knew it came from the Otis & Gorsline factory; there were about six chimneys on the factory. On cross-examination he said he had not taken particular notice of the smoke from other factories in the neighborhood.

Martin T. Williamson of 85 Saratoga avenue was called and said his residence was about 600 feet from the Otis & Gorsline factory. He said he had been aware of the nuisance caused by the soot from the factory for the past ten years. The last week in September he observed the soot and smoke every day. The soot was ruinous to clothing and upholstered furniture. On cross examination, witness said he had noticed a small amount of smoke coming from chimneys of other factories in the neighborhood, but was positive the soot was from the Otis & Gorsline factory.

Andrew T. Legret of 23 Saratoga avenue, who resides about 600 feet from the factory, said the smoke and soot had a bad effect on clothing and victuals; he had been obliged on a number of occasions to throw out eatables because they had been spoiled by soot falling upon them.

George Nicholson of 73 Saratoga avenue and James S. Boyd of 68 Saratoga avenue, gave evidence practically the same as that of the preceding witnesses.

This concluded the evidence for the plaintiff and adjournment was taken to the 18th of December. Messrs. Otis and Gorsline, not wishing in anyway to maintain a nuisance, will in the meantime sink a well 3,000 feet deep at their factory in the hope of striking natural gas, which they will use as fuel. Should they strike gas it will do away with the smoke nuisance, and it is not improbable that the present suit would in that case be dropped.

...estation. But who knows who the "other infidels" are and what places of public trust they are holding?

[illegible] OF MUNICIPALITIES, 1890.

The census bulletin of November 4th deals with the financial condition of municipalities. The report relates to 858 municipalities. Many towns and cities have not yet furnished satisfactory reports. The work of the census bureau is extended to all towns in the United States having a population of 2,500 in 1880. The following general statement of the financial condition of these municipalities is from the bulletin: "While the increase of the total debt for the eight hundred and fifty-eight cities and towns since 1880 has been $50,455,045, the increase of the sinking fund during the same period aggregates $32,022,449. The cash in the treasury and other available resources of municipalities also show a satisfactory increase from $79,185,040 in 1880 to $143,394,655 in 1890, a net increase of $64,209,615, indicating a sound financial condition. The variations of the aggregate annual interest charge of these cities and towns are comparatively slight, being reported in 1880 at $37,595,976 and $34,550,236 in 1890." The following table shows the increase of municipal indebtedness with the rate by groups throughout the United States:

TOTAL DEBT OF MUNICIPALITIES IN THE UNITED STATES, BY GEOGRAPHICAL GROUPS, FOR 1880 AND 1890.

GROUPS.	Rank.	Number of cities.	1880.	Rank.	Number of cities.	1890.	Increase.	Percentage of increase.
New England states..	2	243	$124,305,133	2	243	$139,393,007	$15,087,874	12
Middle states.........	1	192	391,286,141	1	192	404,473,143	13,187,002	3
Southern states......	4	85	67,939,117	4	85	71,930,479	3,991,362	6
Western states.......	3	335	111,944,396	3	335	130,084,627	18,140,231	16
Territories............	5	3	19,954	5	3	68,530	48,576	243
Total..................	....	858	$695,494,741	....	858	$745,949,786	$50,455,045	7

The middle states show the greatest indebtedness and the lowest rate of increase. Nearly half the indebtedness of municipalities of the Middle States belongs to the cities of New York and Brooklyn. New York city's total indebtedness in 1890 is $148,124,216. Adding Brooklyn's indebtedness of $44,503,204 and we have a total of $192,627,420. This is appalling, and what is worse the debt is increasing from year to year under the system of municipal government which has been fastened upon the two cities.

The bulletin gives the indebtedness of individual cities and towns in all of the states and territories. The following statements from the census in reference to the indebtedness of the cities of Rochester and Buffalo will be of interest: Rochester, total debt 1880, $5,440,686; 1890, $5,324,000; total available resources, 1890, $66,041; annual interest charge, 1880, $359,846; 1890, $363,680. The source of the available resources can not be gathered from the census bulletin, but the sum is about the size of the Davis defalcation, which is not quite available at present. Interest must have been reckoned on these "available resources" or we should not see a decrease of debt accompanied by an increase of interest charges. Still Rochester makes a very fair showing. She would make a better showing if municipal affairs were conducted in a more business like manner.

Buffalo has a larger debt than Rochester and is a larger city. Buffalo's total debt in 1880 was, $8,292,329, in 1890, $11,690,331; total available resources 1880, $1,545,524, 1890, $3,337,382; annual interest charge 1880, $586,472, 1890, $609,329. It will be seen that the debt of Buffalo has increased considerably and is now a large sum with a heavy interest account. It would appear that Rochester is in much better financial condicion than Buffalo, although Rochester has recently made large expenditures for parks, bridges, and other valuable improvements.

HAS anybody found those high prices that

THE UNION AND ADVERTISER
ROCHESTER, N. Y., NOVEMBER 17, 18[90]

IN YE OLDEN TIMES

A GRAPHIC SKETCH OF THE EARLY HISTORY OF ROCHESTER.

An Interesting Paper Read by Rev. F. DeW. Ward of Geneseo Before the Rochester Historical Society.

The regular monthly meeting of this society was held on Friday evening last at the residence of Gilman Perkins, Esq., on East avenue, Dr. A. N. Strong presiding, W. F. Peck, secretary. The attendance was large and much interest manifested in the important objects of the association. Judge Angle and Mrs. Strong presented contributions which were thankfully received. Rev. F. De W. Ward, D. D., of Geneseo, read a paper on "Rochester's first things," the substantial parts of which are, by request, given below. The writer, after illustrating the various uses of the brief but affluent word "first," as to the tiny roots of a tree, small stones constituting the foundation of a building, &c., &c., passed to the Firsts of Rochester. These, omitting for want of space the writer's amplifications, were: 1, the first bridge, built in 1810-12, at an expense of $12,000; 2, first dwelling house, built by Enos Stone in 1810 at the intersection of St. Paul and Ely streets; 3, first born child, James, son of Enos Stone, May 4, 1810; 4, first hotel, built by Isaac W. Stone, on the east side of the river; 5, first saddler, postmaster, magistrate and innkeeper on the "One Hundred Acre Tract," Abelard Reynolds, whose son, Mortimer F., was the first born on the west side of the river; 6, first church organization, Presbyterian, in August, 1815, Rev. Comfort Williams, pastor, with sixteen members; 7, first school teacher, Miss Hulda M. Strong, place, Enos Stone's barn; pupils, 20 in number; 8, first banking house, (Rochester city) Nathaniel Rochester, Pres.; 9, founder and first president of the Savings bank, L. Ward; 9, first store opened in 1814 simultaneously by Ira West and Silas O. Smith; 10, first mill (entitled the Red Mills) in 1815 conjointly by Messrs. E. and H. Ely and Josian Bissell; 11, first physician, Jonah Brown, M. D.; 12, first lawyer, John Mastick; 12, first court of record, Judge Skinner presiding, Sept. 1821; 13, first trial for murder, June 25, 1838, O. Barron for killing W. Lyman; 14, first funeral, Mr. Deorenere; 14, first wedding, Jehiel Barnard and Delia Scranton; 15, first weekly newspaper, (weekly Gazette) in 1816; 16, first daily newspaper west of Albany (Rochester Daily Advertiser, in 1826); 17, first house of public worship, Presbyterian, on State, then Carroll street; 18, first Rochesterville president bill Frances Brown; 19, first paper mill built by Gilman & Sibley in 1818; 20, first canal boat eastward October 25, 1822; 21, first bakery opened by Jacob Howe in 1816 on Fitzhugh street and continued by his grandson; 22, first silversmith, Jonathan Packard; 23, first conveyancer, Gideon Cobb, whose animals were four oxen and terminus Hanford's Landing twice a week; 24, first hardware store, Ebenezer Watts; 25, first city mayor in 1834, Jonathan Child; 26, first Sabbath school in 1818, thirty scholars; 27, first missionary society in 1818; 28, first temperance society July, 21, 1828; first movement to supply the United States with Bibles March, 1821; 29, first public movement that looked to the election of Hon. John Quincy Adams as President was made in Rochester in 1823.

The speaker continued: "I have thus with, it is feared, more than allowable time or justifiable claim upon your patience, removed so far as lies in my power the superincumbent soil and disclosed the many and tiny roots of what is now a tree of exceptionally massive trunk and towering height and outspread arms;—or, to change the figure,—digging deep I have brought to view the almost pebbly sized stones which formed the foundation of a structure whose palatial size and architectural adornings have won the admiration of all passers by. That tree, that building, is the city of our favored abode, whose firsts, or varied 'beginnings' have engaged our present thought. Let us now in closing this paper briefly view Rochester as it was when it existed in thread-like roots and now in oak like stature; as it was when but a pile of deep misshapen stones and now in cathedral glory! I will select a few marked contrasts. First, place Enos Stone's 20x40 and one and a half storied dwelling on South St. Paul street over against Power's sky-piercing and palatial block on the corner of Main and State streets—peer of any structure of its kind and intent outside of our State metropolis; 2, place the store of Ira West and Silas O. Smith, with their miscellany of goods, from a massive grindstone to a lady's sewing needle, over against mercantile repositories by the hundreds, containing whatever is needful to use and beautious to sight; 3, place Miss Hulda Strong's school of fifteen to twenty pupils, whom she taught first, in Enos Stone's barn, and then in a back room of Jehiel Barnard's tailor shop to over against the new thirty-one spacious school buildings (including the Free Academy) with 16,000 pupils and 350 teachers, beside private and parish schools by the score, onward to our just favored University and Theological Seminary, so ably presided over by scholarly Dr. Strong to this "manor born," take a religious organization whose place of worship was a small wooden structure on State (then Carroll street) over against scores of denominations of every creed and ritual, some gathered in public halls, but mostly in edifices spacious and imposing, after "plans" furnished by the leading architects of the land; *5, a post-[illegible] ...ent institution with its 1[?] employees and annual receipts of $325,000! Says Everard Peck, Esq., in the Rochester Directory for 1827, that in 1812 the mail was brought from Canandaigua to Rochester once a week on horseback and often by a woman; 6, place a bridge better, of course, than fording, but small in width and not to be crossed but by a horse on a walk, against now five modes of transit, including aqueduct and railroad, each able to bear any weight and to resist the mightiest spring torrent rushing against them; 7, place an ox team which carried passengers twice a week to and from Hanford's Landing, eight miles northward, or a four-horse stage to and from Canandaigua once a week, and now railroads by the scores each day in all directions, with the addition of steamers on the neighboring lake and daily stages to all the neighboring towns; 8, place a letter going to and from New York City, by swiftest made requiring twelve days, now the same is accomplished by mail in twenty-four hours and by telegraph in twenty minutes; 9, place the first Sabbath school organization in 1818 with thirty pupils over against a recorded membership in the ten Presbyterian churches alone of 6,000 with scores of other churches aggregating not less than 50,000; 10, place the first church organization with fifteen members over against eleven Presbyterian churches alone cataloging 5,900 members and others aggregating not less than 60,000 with families, in regular attendance, 180,000; 11, place a volunteer fire company of few members, and they with leather buckets and small hand engine over against an important separate department with eighty salaried employees, from chief engineer at $2,250 to hospital steward at $877, with purchase and feed of horses, keeping buildings and machines in order after their purchase; 12, place a hand-press machine, sending out a tiny sheet once a week, over against what may be seen by any one visiting the wonderful establishments of the UNION AND ADVERTISER, the Democrat and Chronicle, the Morning Herald, the Post-Express, the Evening Times and a half-score in addition with their thousands of copies sent over the world; 13, place a carriage, slowly drawn by two stout horses through the mud in Buffalo and State streets, over against the electric railroad cars moving at any speed by an agency unseen. But I weary you with detailed contrasts, and will stop right here.

"The late Rev. Dr. Penny delivered an address at the laying of the corner stone of the Presbyterian Church edifice where now stands the City Hall, May 23, 1823, that contains these truthful and eloquent sentences: 'We think of the past of this spot (if history it can be said to have had) that for aught we know has slumbered in solitude for nearly 6,000 years, unvisited but by the wolf or the wild deer, or, led by their track, the red hunter, as untutored and untamed as they. This sun that now begins to shine upon the cultivated surface has shone upon it for ages, only to stir the sluggish juices of the stubborn oak, or to cherish a pale and fruitless vegetation beneath the hemlock shade. That river that now distributes itself in obedience to art and in subservience to the comfort of man, has from century to century sent forth the voice of its roaring cataract to the desolate air, while race after race of wild beasts and forests sprung up and perished on its bank, unnoticed and unknown.

"'The future—who can tell? This spot may, after the lapse of a few generations, be a popular mart or—a wilderness again! The present appearances to the fondness of human fancy promise that here the blessings of piety and virtue, of peace and plenty, of civilization and liberty may long be enjoyed; and giving scope to imagination in the regions of probability we may see rising from this place divines and legislators, philosophers, heroes, who shall adorn their country—shall bless mankind!'

"Thus spoke the eloquent orator and the semi-inspired seer. True were his utterances as to what this region was in the far, far past, and hardly more truthful as to what it was to become. What he saw in hopeful fancy we see by the eye of daily observation and experience. The wolf, the wild deer, aye, and the Indian, 'as untutored and untamed as they,' belong wholly to the past. But few persons dwelling within the city limits have ever seen them and are not likely to do so in this locality again. Prophecy, through the agency of human enterprise and Christian piety have produced changes which have 'come to stay,' aye, to increase. Heroes in every department of thought, will and deed; masters in the professor's chair, on the judicial bench, in the sacred pulpit and on the tented field have here had birth and abode.

"Aye, and the end is not yet. Great things have been done and greater are to follow. Was the past accredited to our parents the future belongs to us and ours. An American poet has furnished the people of this prosperous and beautiful city with a telling oriflamme—Excelsior! Be this the motto which shall furnish annually much of interest and value to record upon the books of the 'Rochester History Society.' Thus may we be worthy of such an ancestry; fit dwellers in this distinguished metropolis of Western New York, and then, through divine mercy abiders in that celestial city of which the most beauteous of earth is but a faint type!"

HERALD, NOV. 18th '90

ASSESSED VALUES

INTERESTING TABLE TO TAXPAYERS.

Supervisors Choose Drs. Tait, Remington, Sherman and Silliman as Coroner's Physicans—

Just before the adjournment of the board of supervisors yesterday Clerk Bastable presented the table prepared for the use of the equalization committee under a resolution of the board passed last Friday. The table is compiled in Mr. Bastable's usual careful manner and contains a considerable amount of valuable statistical matter in the way of comparative figures which has never been included in former tables and which entailed a considerable amount of extra work upon the clerk. The preparation of the table so early in the session will enable the equalization committee to begin its work as soon as the committees are appointed, which will probably be to-day.

Two things are very noticeable in the table, the increase in the assessed value of real estate in the city and the marked decrease in the towns. It will be observed that the increase in Rochester alone is much greater than the whole assessed valuation of the real estate in any one town. The very great decrease indicated in the value of farm property in some of the towns coupled with the decrease in population as found in the new census reports would seem to show that Monroe county, situated as it is in the fertile Genesee valley, cannot keep pace in agriculture with the west and is beginning to experience the evils which have for some years afflicted New England. The columns devoted to railroad and village property are incomplete because the assessors have failed, in some cases, to report these totals as separated from the whole assessed value. The table follows in full:

TOWNS.	Acres.	Assessed Value Real Estate. 1890.	Personal Estate. 1890.	Assessed Value Real Estate. 1889.	Increase in Assessed Value.	Decrease in Assessed Value.	Assessed Value Village Property.	Average Assessed Value per Acre. 1890.	Average Assessed Value per Acre. 1889.	Value Farm Property per Acre, excluding Village and R. R. Property.	Village Acreage.	Railroad Acreage.	Assessed Value R. R. Property.
Brighton........	12,377	$2,206,384	$28,600	$2,202,218	$4,166	$........	$559,950	$177.92	$174.28	$102.26	529	100	$445,080
Chili........	24,362	2,108,713	44,300	2,116,539	....	7,826	....	86.56	86.77	63.67	....	310	577,434
Clarkson........	20,498	1,228,831	30,300	1,289,980	....	61,149	....	59.95	62.84	....	....	....	....
Gates........	12,097	2,248,169	62,500	2,213,606	14,563	....	....	185.84	183.53	125.90	....	204	750,755
Greece........	29,795	3,444,374	195,225	3,355,894	88,480	....	442,444	115.60	113.08	79.43	207	287	674,294
Hamlin........	26,550	1,568,808	9,500	1,576,884	....	8,076	....	59.09	59.43	55.68	....	84	95,300
Henrietta........	21,587	1,577,629	95,100	1,620,074	....	42,445	....	73.08	75.01	67.79	....	Not given	114,240
Irondequoit........	11,142	1,357,123	62,000	1,315,407	41,710	....	....	121.80	118.09	98.62	....	254	283,650
Mendon........	23,142	1,929,335	112,450	1,998,935	....	69,600	Not given	83.37	85.81	Not given	Not given	Not given	59,400
Ogden........	21,863	2,005,849	33,550	2,070,369	....	64,520	269,295	91.73	94.65	66.56	283	260	342,090
Parma........	25,301	1,723,635	108,700	1,884,578	....	160,943	....	68.12	74.47	Not given	Not given	Not given	43,220
Penfield........	22,062	1,380,439	95,300	1,516,972	....	136,533	....	62.57	68.61	61.31	....	20	98,930
Perinton........	21,266	2,598,291	153,200	2,593,366	4,925	....	Not given	122.18	122.93	*97.57	Not given	215	544,150
Pittsford........	14,483	1,536,150	99,800	1,525,215	10,935	....	303,110	106.07	*105.96	66.83	403	164	298,305
Riga........	21,177	1,813,796	72,300	1,890,111	....	76,315	205,725	85.65	89.41	54.54	232	187	478,745
Rush........	18,306	1,315,379	62,200	1,329,742	....	14,363	....	71.95	72.64	62.71	....	186	179,000
Sweden........	20,853	2,749,659	310,150	2,852,159	....	102,500	Not given	131.86	137.72	*119.71	Not given	55	260,000
Webster........	20,209	1,230,185	86,500	1,260,990	....	30,815	156,220	69.88	62.32	67.82	815	116	93,935
Wheatland........	18,841	1,455,770	58,400	1,548,131	....	92,361	....	77.27	82.20	71.38	....	143	121,183
Total towns........	385,911	$35,478,519	$1,727,025	$36,161,170	$104,785	$867,446							$5,389,641

*Assessed value village property not given.

CITY.	Acres.	Assessed Value Real Estate. 1890.	Personal Estate. 1890.	Assessed Value Real Estate. 1889.	Increase in Assessed Value.	Decrease in Assessed Value.
First ward........	....	$ 11,416,675	$ 3,080,100	$ 11,260,100	$ 156,575	$ ....
Second ward........	....	4,591,900	65,650	4,749,950	41,950	....
Third ward........	....	5,990,100	443,050	5,896,400	93,700	....
Fourth ward........	....	6,200,025	250,500	4,876,400	323,625	....
Fifth ward........	....	10,333,375	878,500	9,318,750	1,014,625	....
Sixth ward........	....	3,258,250	35,100	3,186,800	71,450	....
Seventh ward........	....	5,875,125	138,800	5,670,625	204,500	....
Eighth ward........	11,161	6,219,525	70,200	5,866,975	352,550	....
Ninth ward........	....	6,236,325	226,100	5,755,675	480,650	....
Tenth ward........	....	4,499,225	376,700	4,185,275	313,950	....
Eleventh ward........	....	2,518,975	....	2,447,925	71,050	....
Twelfth ward........	....	3,620,025	65,300	3,443,325	176,700	....
Thirteenth ward........	....	3,209,600	23,800	3,064,575	145,025	....
Fourteenth ward........	....	3,262,925	9,900	3,178,300	84,625	....
Fifteenth ward........	....	2,517,700	13,000	2,180,425	337,275	....
Sixteenth ward........	....	9,299,325	253,600	7,864,875	1,434,450	....
Total city........	11,161	$ 88,049,075	$ 5,935,700	$ 82,746,375	$ 5,302,700	$ ....
Total towns........	385,911	35,478,519	1,727,025	36,161,170	104,785	867,446
Total county........	397,072	$ 123,527,594	$ 7,662,725	$ 118,907,545	$ 5,407,485	$ 867,446

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THE SCHOOL INVESTIGATION.

The special committee appointed by the Common Council to investigate the affairs of the Board of Education reported last night.

The committee had a very disagreeable task to perform and performed it creditably, on the whole. So far as this paper is concerned there was no disposition to criticise the action of the committee from day to day; but rather a disposition to help it in the performance of a plain but painful duty. The members of the committee stand far better in their own opinion and in the opinion of the public for heeding our warning against a secret investigation. It is clear enough that they did not push the investigation of special cases of wrong doing as far as it might have been pushed, but they went far enough to establish a state of facts that justifies a demand for a reform in the system of educational administration; and in adopting the report of John Bower as their own they have presented strong conclusions as to the conduct of the board with a moderation that does not lessen the severity of judgment.

The most important conclusion of the report is embodied in the following paragraph:

Enough has been proven to convince your committee that a radical change in the present system should be made at once. And this belief is shared by all with whom we have come in contact during the progress of the investigation, including the school commissioners and the superintendent of schools. Your committee believes that a smaller board, consisting of five or seven commissioners, to be selected from the city at large with reference to their fitness for the duties of the office, and to be voted for at the charter elections, would be a consummation devoutly to be wished. A city auditor and a purchasing or supply agent should be provided, and there would then be an end to the careless system of auditing bills, to the neglect of scrutinizing carefully claims against the board, and to the reprehensible custom of commissioners dealing with themselves and entering into contracts, contrary to the spirit of the charter and public policy, with the corporate body or board of which they are members.

This paper has long held the opinion that the present system of governing the city schools in connection with ward politics and with a view to locality interests apart from locality responsibilities is a serious mistake. We have put forward this opinion on many occasions in recent years and set forth the reasons why the system must be defective as applied to a large city, and called attention to the facts showing that it is defective. After having stood alone in this opinion so long it is gratifying to have the most intelligent members of the Common Council and the Board of Education take it up. This is the more gratifying, as in all probability they represent public sentiment, and have simply waited in this matter until the popular judgment would be ready to go with them.

This paper will favor henceforth as heretofore a small Board of Education chosen on a general ticket.

There is one point on which we differ from the experts at the committee. That is its selection of the superintendent alone for specific censure:

Your committee was surprised to discover that a number of bills had been presented by Mr. Ellis for disbursements, which were not itemized and concerning which his memory was defective. We were also surprised to learn that the superintendent is engaged in various enterprises other than those connected with the public schools, and that he derives from such enterprises an annual income of $1,200 or $1,500. Your committee condemns the carelessness of the superintendent in the matter of the bills for his disbursements, and believes that a proper discharge of his duties as superintendent requires that he be entirely free from the cares of other business or employment, if such other business or employment interferes with his official duties.

The examination of John Bower and the testimony taken by the committee showed clearly that there was much carelessness and not a little rascality in the management of school affairs. Certain commissioners were directly responsible through their greed and others were indirectly responsible through their negligence. But the superintendent, we are of opinion, had no share in the spoils and small share in the responsibility. He is not an auditor or financial agent, but mainly a professional educator entrusted with the oversight of the educational work in the schools. He may have given way to some extent to the general flood of carelessness in the transaction of business; but any candid man, considering the difficulties of his position, will wonder that he has stood up so well against it. He may have bent, but he didn't lose his footing. If our opinion of men be of any value, he is capable, honest, and conscientious, and when so many rascals are going unwhipped of justice it is a grave fault to single out an exceptionally good man for severity of condemnation on some mere technical error, in no way involving his own interests.

To put the case bluntly, we think that Mr. Ellis, as compared with others, has been harshly dealt with.

REPORT OF THE COMMITTEE ON SCHOOL BOARD AFFAIRS.

Recommendation That the Present System be Abolished and a Small Board Elected on a General City Ticket—Other Matters.

In the absence of President Tracy, who is confined to his house by illness, Alderman McMillan presided at last night's meeting of the Common Council. A petition from the Young Men's Christian association, asking that the assessment of $76,000 on the property of the association be revoked as unjust, inequitable and contrary to public policy, was referred to the assessment committee. The petitioners say that in Buffalo, Syracuse and other cities Y. M. C. A. buildings are exempt from taxation.

The finance committee presented the following report:

Your finance committee, to whom was referred the matter of the payment of inspectors of election, poll clerks and persons who owned or had in charge the places for registration and election, and the application of the Board of Education for an additional appropriation of $15,000, would respectfully report:

Your committee finds that the inspectors of election, in consequence of the new and complicated ballot and registration laws, which necessitated careful study on their part, and the holding of mock elections for the instruction of themselves and the voters in the various districts, expended much time not included in the days of registration and election. They were compelled, in many instances, to place in position the election booths delivered at the polling places, to furnish materials of various kinds, to perform labor, and to provide for many contingencies which could not have been foreseen by the city authorities.

In view of these things, your committee recommends that the usual sum of $25 be awarded to each inspector, said sum to include the compensation of poll clerks, and that $125, being the combined fees of five inspectors and the poll clerks of each election district, be awarded to the chairman of each board of inspectors of election of the city of Rochester, provided no objection is made by any such inspector or clerk. If objection is made, your committee recommends that an order be drawn in favor of each claimant for his individual compensation, as provided by law.

Your committee would also recommend that orders be drawn in favor of each proprietor [except the city of Rochester] of places used for registration and election purposes, for the sum of $20, said sum to include, in cases where buildings have been erected on private property or the city, the rent of such property, until March 10, 1890.

Your committee would recommend that the application of the Board of Education for an additional appropriation of $15,000 be denied. At the beginning of the present fiscal year, upon the representations of the commissioners that such an amount would be sufficient for all purposes, and upon the distinct declaration of your committee that no additional appropriations would be mentioned, an appropriation of $123,000 was made to the Board of Education.

That amount represented the sum of various items of expenditure which the board intended to make during the present fiscal year. One of these items was $30,000 for new 10 school. Number 10 school, however, has not been built. Only seven months of the present fiscal year have elapsed; no extraordinary expenses have been incurred, and the only excuse the commissioners offer is that they were compelled to pay a large indebtedness contracted by the former board. We do not regard this as a valid excuse, inasmuch as it was the duty of the board to know the amount of its outstanding obligations. The present board, like former boards, has entirely ignored the provision of the city charter, which makes it the duty of the Board of Education, "in all their expenditures and contracts to have reference to the amount of moneys which shall or will be in their hands during the current year, for the particular expenditures in question, and not to exceed that amount."

Upon investigation your committee finds that, with the exercise of good judgment and the economical and prudent management, the funds at the disposal of the Board of Education would have sufficed until the end of the present year. A compliance with the request of the board, as embodied in a money shower fundamental resolution, would be a violation of the city charter and an abuse of power on the part of the Common Council, and would only encourage the board of Education to further extravagance and improvidence in expenditure.

When presenting the report Alderman Kelly said: "It is no fault of ours that the members of the Board of Education have misappropriated their funds and used the money without any eye to business whatever. Their only excuse is that they paid old bills. Well, in the boat they are in now, they are in a fair way to leave a legacy of unpaid bills to their successors. The members of the board say that unless they have more money they cannot complete the unfinished schools. They have no reason whatever for making such a threat. I am perfectly willing to leave to any three financiers of Rochester the decision as to whether the council is right in refusing the request of the Board of Education. I move the adoption of the report."

The report was adopted unanimously. Alderman Kelly then moved that the clerk of the Board of Education be required to notify the building committee of that body to show cause to this Common Council why it should not provide adequate school facilities for all the children in Rochester.

Alderman Sulye presented a report from the contingent expense committee accompanied by a resolution authorizing the city treasurer to make the city's note for $42,000, and said:

The reasons for this request are that the contingent fund has been largely depleted for the following, among other, reasons, which were unforeseen at the time the tax levy for 1890 was prepared, viz: Inspectors of election, $7,000; booths for election, $2,284; houses for election, $1,000; chairs and tables for election houses, $250; stationery for election houses, $150; carting upon houses and boards, $90; lamps, etc., for houses for election, $45; stoves and coal for houses for election, $91. Making a total for election expenses of $20,875. Besides the above the Rochester German Insurance company and the Empire state fire insurance company have each been paid the sum of $5,820, the amount of taxes heretofore unlawfully collected from them. Judgments on account of the sewer assessment suits have been paid to the amount of $6,000, and a number of judgments for the same cause will soon be ordered to be paid, to the amount of at least $3,500. Beside which there will have to be paid upwards of $1,000 for costs in the suit of Frank W. Elwood against the city, commonly called the Church street opening case, and $6,000 for the Dewitt sewer, and an additional sum of $9,000 for the January, miscellaneous budget.

The report and resolutions were adopted. The law committee's report recommending the payment of the following judgments was adopted: Frank W. Elwood, $1,052.22, with interest varying on different portions of the judgment; George Chapman, sr., $2,857.20, with interest from August 2, 1886; Henry D. Johnston, $443.04, with interest from [illegible] 28, 1890.

The report of the special committee appointed to investigate the affairs of the Board of Education was presented and read. [illegible]

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN: Your special committee, appointed to investigate the affairs of the board of education, would respectfully report:

With the consent of your honorable body, your committee employed John Bower to make a thorough examination of the accounts and transactions of the board for the past six years. How carefully Mr. Bower has performed his duty, how laboriously he has toiled, how patiently and successfully his searches through the labyrinthian mass of vouchers, bills, resolutions and orders of the board have been made, his report to this committee, herewith presented, speaks more eloquently and more convincingly than any word of commendation, or of praise, your committee could utter.

That report your committee adopts as its own, concurring with Mr. Bower in his findings of facts, and joining with him in his conclusions of the methods heretofore prevailing, and in his recommendations for the better conduct of the affairs of the department of public instruction.

And, in doing this, your committee acts advisedly, and with the evidence of the board's transactions before it, for, after Mr. Bower's examination had been completed, and his report had been presented, your committee instituted an investigation, in the course of which ten sessions, each session lasting from one to three hours, were held, and forty-two witnesses were examined under oath. The sessions were public, and were attended by Mr. Bower and the city attorney, both of whom rendered valuable assistance to your committee in conducting the examination of witnesses. The testimony taken by your committee has been quite fully published in the daily papers, and it will, therefore, be useless to comment at length upon the facts that have been proven by the mouths of witnesses, yet it is perhaps sufficient to say that your committee inquired into everything that suggested itself to them that could, by obtained from informants. Enough has been proven to convince your committee that a radical change in the present system should be made at once. And this belief is shared by all with whom we have come in contact during the progress of the investigation, including the school commissioners and the superintendent of schools.

Your committee believes that a smaller board, consisting of five or seven commissioners, to be selected from the city at large with reference to their fitness for the duties of the office, and to be voted for at the charter elections, would be a consummation devoutly to be wished. A city auditor and a purchasing or supply agent should be provided, and there would then be an end to the careless system of auditing bills, to the neglect of scrutinizing carefully claims against the board, and to the reprehensible custom of commissioners dealing with themselves and entering into contracts, contrary to the spirit of the charter and public policy, with the corporate body or board of which they are members.

Such an innovation would also insure the purchase of goods at the lowest market prices, would prevent "repeating" in the presentation and payment of bills and claims, would put commissioners and public servants generally the temptation to subserve their own selfish interests rather than the public good.

The creation of the office of superintendent or inspector of public buildings would, in the opinion of your committee, be productive of more economical and more intelligent and satisfactory results in the construction, repairing and maintenance of public buildings.

These offices, however, should be created only by amendment to the city charter, and we therefore respectfully recommend to the committee on charter revision be instructed to incorporate such provisions in the amendments they have under consideration, if they will carry out the suggestions herein made.

Until this shall have been done, however, we would recommend that, in auditing bills, the commissioners observe the rule laid down for, and followed by, the common council, and that, in each bill for material furnished, there should be specified by whom the materials were ordered, and to whom the materials are delivered. If for work done, the bill should state by whom, by what authority, and under whose direction the work was performed.

We would also recommend, as a temporary expedient, that the chairmen of committees refrain from taking it upon themselves to monopolize the work of their committees, and that no goods be purchased, that no work be ordered, and that no teachers or other persons be appointed or employed, until the whole committee be having the particular matter in charge shall have been consulted and their approval shall have been obtained.

We also strongly urge that, before purchasing supplies, or ordering the doing of work, proposals should be solicited and that the contracts should be awarded, in every case to the lowest responsible bidder. Instead of ordering coal, the entire supply needed for the year should be purchased at the same season prices are lowest, so as to obviate the necessity of paying winter prices for such supplies.

Another suggestion which we wish to make is that the chairman of the board and the chairman of the finance committee shall be required to certify, upon oath, before the mayor, shall approve the finance budget, that all bills on said budget have been approved by at least a majority of the committee ordering the materials furnished, or work done, and that the same have been likewise approved by a majority of the finance committee. The committees of the board should also make full, and, notwithstanding this care, there is a discrepancy between her teacher's fund account and that of the city treasurer of $452.35, against the board of education. An examination and comparison of the other accounts—contingent, building and repair funds—shows that these several accounts have to their credits in the treasurer's office a larger sum than these same accounts severally have to their credit on the books of the board of education. This, however, will be the case for the greater portion of the year at least, almost invariably, for the reason that as soon as orders are drawn on the city treasury they are charged to their respective accounts, whilst a portion of them may be presented for payment for several days thereafter, and, occasionally, for some weeks.

Such being the facts, I have deemed it the better course not to spend much time now in an attempt to trace out the reason of the discrepancy mentioned, but to defer such work until about the last of February next, at which time the building and repair funds will be likely to have any orders drawn upon them remaining unpaid; whilst by a little concert of action and precaution between myself and the clerk attend to it, nothing serious preventing—and the assistant clerk of the school board, the matter can then be investigated with comparative ease and the actual facts determined.

It is only proper to say at this point that I have no suspicion that the assistant clerk in question has drawn an order not authorized, or orders for the payment of any budgets in excess of the sum total required to liquidate the claims so to have to be paid; but there is a possibility that as all orders have been drawn from the same check book and the fund drawn upon was designated by a rubber stamp only mistakes may have been made by [illegible] clerks, or, again, such errors may have occurred in said office. Of course, such errors would not affect the sum total of a cash account, but only particular funds.

However, as everything that can now be said as to the cause of the discrepancy will be conjectural merely, it may, for the present, be safely left for solution to a later date. At present I am disposed to think that further investigation will show that the error, or errors, will be clerical merely.

Leaving this matter, then, for the present as a question in abeyance, and one to be solved hereafter, I will now proceed to make other disclosures on which there can be but little room for palliation or difference of opinion.

After a careful examination of the doings of the board of education for the past three or four years—but especially 1888-9 and 1889-90, which I have very thoroughly examined—I find that the loose methods of purchasing supplies, of auditing bills, and in the transacting of its business generally, are highly reprehensible. As a general fact, it may be broadly stated that the only thing systematic about the business at all is a systematic disregard of all it own important by-laws, city charter provisions, or what was intended to restrain improvident and reckless action and to conserve the interests of taxpayers, whilst not, at the same time, allowing the legitimate interests of education to suffer. The golden mean is a condition the majorities of school boards apparently seldom stop to consider or observe as a rule of action. It is inconsistents expenditure, regardless of common council appropriations or prudential business methods.

Here we have a board which in the past five years expended about $700,000, and eliminating the teachers fund, which is, measurably, a sum of a definite nature, fixed at the beginning of each year, and strictly contract work for new buildings, there remains a very large amount to be disposed of by committees and members of committees; and how this large sum was managed, in many important particulars at least, whether wisely or unwisely, prudently or the reverse, according to business methods or individual caprice and collective neglect, I will proceed to show by a presentation of facts on which to base a pretty accurate and just judgment.

Before so doing, however, let it be distinctly understood that a distinction must be made between the action of majorities and the powerless efforts frequently put forth by minorities to stem the tide of reckless expenditures; and that even in majorities, where considerable wrong is being done, it often happens that the design so to do is the secret of the few whose machinations are covered up so to escape the observation of the unwary and inexperienced. This much, that I may not be charged with overlooking any palliating circumstances which ought to be considered when one wishes to deal with judicial fairness. And right here I deem it only proper to say that the present board of education had commenced its term of office by the adoption of certain excellent resolutions, which, if only carefully carried out, will result in much good; but I must add that government by resolutions is, as a rule, short lived and serves only a temporary purpose. Something more drastic and binding is required to effect radical reforms in methods that, in the main, are radically wrong.

I have above made certain unreserved charges of the board's disregard of by-laws, charter provisions, etc., and I will now proceed to fortify the truth of the several declarations made in the strictures referred to. Before doing so, however, it may be well to present, as briefly as possible, some of the leading provisions alluded to, which have been utterly ignored in the conduct of the board's business. Section 1 of article 8 declares: "No bill shall be allowed or ordered paid at any meeting unless the same shall have been reported over the proper committee at least one week previous thereto, and signed by a majority of such committee, and every claim, bill or account presented shall be verified by the oath of the claimant or owner thereof to the effect that the account is correct."

Section 3 is as follows: "It shall be the duty of committees having funds at their disposal to make all purchases chargeable to such fund, which purchases shall be made by the chairman of said committee, or upon his written order, and, in either case, only upon the approval of that committee." Section 2 of article 9 declares: "It shall be the duty of each committee having charge of any fund to report to this board in writing at the first regular meeting in each month the condition of their respective funds; the amount and number of outstanding claims thereon; the balance of cash then to the committee's credit, and the amount of the bills contracted by the committee during the preceding month."

Section 4, same article, reads: "Each standing committee shall at the last meeting in the month of March, each year, submit a full written report of all matters committed to their care during the preceding year; the amount of the committee's receipts and disbursements; the balance of money then to its credit; the amount and number of any outstanding claims incurred or purchases made by the committee."

Section 4, article 10, says: "It shall be the duty of the committee on fuel and fire fixtures, when directed to do so, to advertise for proposals for fire fixture repairs, and for the necessary fuel for use in the public schools of the city for the ensuing year." * * * "They shall also provide the necessary fire fixtures for the schools; but they shall not exceed in all their purchases, in any one month, the sum of $200 without first obtaining the consent of the board."

The following committees are restricted in the same manner: On Free [illegible] supplies, on all these committees, and some others, being subdivision of a contingent committee, as known to the common council.

Section 12, same article, contains this restriction: "No member of the board nor any committee shall contract for anything or vote to pay for anything out of any of the said contingent fund accounts, unless there shall be funds therein to pay the same." This is substantially a provision of a section of section 149 of the city charter, but this adds: "No member," [of the board of education] "shall by vote or otherwise create any debt or liability beyond the amount of any particular fund for the current fiscal year. And any person violating this provision shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not less than fifty dollars nor more than one hundred dollars, or be imprisoned in the Monroe county penitentiary for the period of ten days."

Finally, on this branch of the subject, I may add that section 39 of the city charter provides that "No school commissioner shall be directly or indirectly interested as principal, surety or otherwise, in any contract, the expense or consideration thereof is to be paid under any act or ordinance of the common council, or out of the city treasury."

With the above citations from board of education by-laws and city charter provisions, defining the duties of the board, it will be readily seen from the narrative which follows to what extent every provision has been entirely ignored and violated; and to what extent, also, the interests of the city have, undoubtedly, suffered by gross neglect on the part of some, if by nothing worse on the part of others.

In the particular examination of upwards of 1,600 bills ordered paid, during the fiscal years 1888-89 and 1889-90, I find that fully 50 per cent. of them have not been verified by the oath of the owner or claimant, and a great number of them have not been properly audited—if the word "audited" is applicable at all, in any proper sense, to most of the bills mentioned. An indorsement in ink is a rare sight; an apparently hurried and careless signature, written to make a show of names, and very often, no doubt, without any actual knowledge of the contents of a bill, has seemed to suffice for general auditing purposes. Scarcely a bill can be found that bears any internal evidence of examination, such as check-marks or other indications to show that some attention has been given to its contents. In fact great numbers of bills are often placed on the finance budget the same night they are reported by the committees having them in charge, so that it frequently happens that finance committees do not appear to have had the opportunity even of using their lead pencils to perform a merely perfunctory act for the sake of appearances.

To illustrate these facts, take the following: On August 1, 1888, a bill of Louis Weiss, of $66.10, was presented and referred to the finance committee, but it was placed in the budget of that night and ordered paid of course. It was not sworn to, nor indorsed by a single member of the finance committee, as might be inferred, although that kind of "approval" is frequently done on the same night a bill is presented. As this bill is somewhat unique I copy its body verbatim to show what is possible in the way of looseness in the board of education:

"July"—"Delivered the coal to the use of coal to public school under direction of the fuel, fire and fixtures committee. $66.10."

At the board's meeting of June 6, 1888, 30 bills were put through the ordered-paid machine without a single indorsement of any member of the finance committee; whilst 16 other bills were "approved" by only a minority of said committee, in the same night a bill for stove repairs, four months old, for $182.77, was ordered paid, although it contained only the single auditing signature of A. Kimmel; a bill, also, of Joseph Kimme, for plumbing, of $359.30, was paid, although not "approved" by a single member of the finance committee, and was not sworn to; another, also, of Joseph P. Kimmel of $258 for coal, not sworn to, was ordered paid. This bill was over seven months old and contains this foot note: "This bill is payable to Fred Blasle." Signed, "August Kimmel, chairman," etc.

So much, then, for the partial doings of a single night, and the bills might be greatly extended to cover dates in preceding and succeeding months; but at his time I will only refer to one other instance, to still further emphasize the fact that the auditing of bills by school board committees is, as a rule, a performance without the slightest value as a guarantee that the accounts have had any care or attention.

As late as December 2, 1889, two bills were presented and referred to the proper committee of sums, respectively, of $188.75 and $23.75. Both bills were audited by the same members of the two committees, and yet the larger bill was a duplicate to the amount of the bill first named; and both would have been paid but for the discovery by the assistant clerk that such was the fact.

It is only just and proper to say here that I have been presented with evidence on the part of the claimant of the above bills that the duplication was simply an oversight, and that no intentional wrong was designed; but this fact does not exonerate the committees for their hasty and negligent work, and but adds another link to the evidence that the whole system of conducting the financial business of the public schools is transparently defective, and totally unsuited to promote either economy, efficiency of security.

Passing now to the several committees having charge more particularly of the expending of moneys, such as sup-

BOWER'S REPORT

ON HIS EXAMINATION OF SCHOOL BOARD AFFAIRS.

Manner of Business Highly Reprehensible—Discrepancy in Teachers' Fund Account—Duplication of Bills—The Liability.

Following is John Bower's report of his investigation of the Board of Education affairs:

To Messrs. Aldermen Kelly, Fee, Sulye, McMillan and Cleveland, the committee appointed to take charge of the investigation of the affairs of the board of education:

GENTLEMEN: By resolution of your honorable body, and by the concurrent request of the board of education, I have been engaged, for some time past, in making an investigation of certain alleged charges of loose and unbusiness-like methods in the general management of the board, and, also, "distrust * * regarding the official integrity of certain members" of said board of education; and I will now proceed to give the result of such investigation, with such fulness of detail as will, at least, serve present purposes.

My first consideration was given to an examination of the accounts in the office dealing with its finances; and it did not require much labor to determine that a discrepancy, yet to be explained, in the accounts of the department, has, evidently, bestowed much care in keeping them correctly and verifying their accuracy; but, notwithstanding this care, there is a discrepancy between her teacher's fund account and that of the city treasurer of $452.35, against the board of education. An examination and comparison of the other accounts—contingent, building and repair funds—shows that these several accounts have to their credits in the treasurer's office a larger sum than these same accounts severally have to their credit on the books of the board of education. This, however, will be the case for the greater portion of the year at least, almost invariably, for the reason that as soon as orders are drawn on the city treasury they are charged to their respective accounts, whilst a portion of them may be presented for payment for several days thereafter, and, occasionally, for some weeks.

Such being the facts, I have deemed it the better course not to spend much time now in an attempt to trace out the reason of the discrepancy mentioned, but to defer such work until about the last of February next, at which time the building and repair funds will be likely to have any orders drawn upon them remaining unpaid; whilst by a little concert of action and precaution between myself and the clerk attend to it, nothing serious preventing—and the assistant clerk of the school board, the matter can then be investigated with comparative ease and the actual facts determined.

It is only proper to say at this point that I have no suspicion that the assistant clerk in question has drawn an order not authorized, or orders for the payment of any budgets in excess of the sum total required to liquidate the claims so to have to be paid; but there is a possibility that as all orders have been drawn from the same check book and the fund drawn upon was designated by a rubber stamp only mistakes may have been made by [illegible] clerks, or, again, such errors may have occurred in said office. Of course, such errors would not affect the sum total of a cash account, but only particular funds.

However, as everything that can now be said as to the cause of the discrepancy will be conjectural merely, it may, for the present, be safely left for solution to a later date. At present I am disposed to think that further investigation will show that the error, or errors, will be clerical merely.

Leaving this matter, then, for the present as a question in abeyance, and one to be solved hereafter, I will now proceed to make other disclosures on which there can be but little room for palliation or difference of opinion.

After a careful examination of the doings of the board of education for the past three or four years—but especially 1888-9 and 1889-90, which I have very thoroughly examined—I find that the loose methods of purchasing supplies, of auditing bills, and in the transacting of its business generally, are highly reprehensible. As a general fact, it may be broadly stated that the only thing systematic about the business at all is a systematic disregard of all it own important by-laws, city charter provisions, or what was intended to restrain improvident and reckless action and to conserve the interests of taxpayers, whilst not, at the same time, allowing the legitimate interests of education to suffer. The golden mean is a condition the majorities of school boards apparently seldom stop to consider or observe as a rule of action. It is inconsistents expenditure, regardless of common council appropriations or prudential business methods.

Here we have a board which in the past five years expended about $700,000, and eliminating the teachers fund, which is, measurably, a sum of a definite nature, fixed at the beginning of each year, and strictly contract work for new buildings, there remains a very large amount to be disposed of by committees and members of committees; and how this large sum was managed, in many important particulars at least, whether wisely or unwisely, prudently or the reverse, according to business methods or individual caprice and collective neglect, I will proceed to show by a presentation of facts on which to base a pretty accurate and just judgment.

Before so doing, however, let it be distinctly understood that a distinction must be made between the action of majorities and the powerless efforts frequently put forth by minorities to stem the tide of reckless expenditures; and that even in majorities, where considerable wrong is being done, it often happens that the design so to do is the secret of the few whose machinations are covered up so to escape the observation of the unwary and inexperienced. This much, that I may not be charged with overlooking any palliating circumstances which ought to be considered when one wishes to deal with judicial fairness. And right here I deem it only proper to say that the present board of education had commenced its term of office by the adoption of certain excellent resolutions, which, if only carefully carried out, will result in much good; but I must add that government by resolutions is, as a rule, short lived and serves only a temporary purpose. Something more drastic and binding is required to effect radical reforms in methods that, in the main, are radically wrong.

I have above made certain unreserved charges of the board's disregard of by-laws, charter provisions, etc., and I will now proceed to fortify the truth of the several declarations made in the strictures referred to. Before doing so, however, it may be well to present, as briefly as possible, some of the leading provisions alluded to, which have been utterly ignored in the conduct of the board's business. Section 1 of article 8 declares: "No bill shall be allowed or ordered paid at any meeting unless the same shall have been reported over the proper committee at least one week previous thereto, and signed by a majority of such committee, and every claim, bill or account presented shall be verified by the oath of the claimant or owner thereof to the effect that the account is correct."

Section 3 is as follows: "It shall be the duty of committees having funds at their disposal to make all purchases chargeable to such fund, which purchases shall be made by the chairman of said committee, or upon his written order, and, in either case, only upon the approval of that committee." Section 2 of article 9 declares: "It shall be the duty of each committee having charge of any fund to report to this board in writing at the first regular meeting in each month the condition of their respective funds; the amount and number of outstanding claims thereon; the balance of cash then to the committee's credit, and the amount of the bills contracted by the committee during the preceding month."

Section 4, same article, reads: "Each standing committee shall at the last meeting in the month of March, each year, submit a full written report of all matters committed to their care during the preceding year; the amount of the committee's receipts and disbursements; the balance of money then to its credit; the amount and number of any outstanding claims incurred or purchases made by the committee."

Section 4, article 10, says: "It shall be the duty of the committee on fuel and fire fixtures, when directed to do so, to advertise for proposals for fire fixture repairs, and for the necessary fuel for use in the public schools of the city for the ensuing year." * * * "They shall also provide the necessary fire fixtures for the schools; but they shall not exceed in all their purchases, in any one month, the sum of $200 without first obtaining the consent of the board."

The following committees are restricted in the same manner: On Free [illegible]

ply, repair, [illegible] and fire fixtures committees, it will be readily seen, on examination of bills, that there are wide openings for a large amount of useless and extravagant expenditure; and, indeed, for a considerable amount of fraud. Plumbing bills, stove repair bills, hardware bills, and numerous others, cannot be scrutinized without the surmise, if not conviction, that thousands of dollars are yearly squandered by improvident, if not more culpable, management. Great numbers of bills give no indication of where the goods were delivered or used; as, indeed for that matter, whether many of them ever were delivered; or whether, on the other hand, the work and material charged for were not excessive, and often unnecessary, or even fraudulent.

Of course, it is now well understood that in these special fields of bargain and sale many members of the board have labored diligently for their own if not the public good by purchasing supplies of themselves or of one another, or ordering jobs of work for the city to pay. The auditing of bills for such furnishings rarely lacked the necessary signatures; but if they did it made no difference; they were sure to be paid, although it must have been well known to those who voted the money and signed and countersigned the checks for payment that such practice was prohibited by the charter, to says nothing of by-laws or penal code. At any rate, it is very evident that the principals in the transaction knew it well enough, hence one assumed the name of Berry Bros.; another had some nine aliases—F. R. Walker, George H. Oliver, Spencer & Stalker, Loyson & Douglass, C. B. Howard, C. B. Howard & Co., C. Bowman, A. P. Lawrence and C. Loyson—all hardware merchants, on occasion, as the bills go to show. Commissioner Kingsley seems to have assisted in auditing almost all of these bills; some are sworn to and others not; and one bill passed without a single auditing singnature. The Berry Bros. bills do not seem to have required any oath of the owner or claimant to verify their correctness, whilst the others named did have an occasional affidavit to that effect.

How many more commissioners have been engaged in this kind of business may be better known at a later date.

I might pursue this subject to show how every by-law, or other law, intended to promote efficiency and good government has been persistently ignored or violated; but I will pass on now to consider the sham coal contract business.

By reference to section 7, article 10, of the by-laws, the following duy is prescribed: "It shall be the duty of the committee on fuel and fire fixtures, when directed so to do, to advertise for proposals * * * for the necessary fuel for use in the public schools of the city for the ensuing year."

To ordinary apprehension it would be understood that a contract made in pursuance of proposals thus invited would be intended to cover the period from the letting of one contract, in any given year, to the letting of another one in the succeeding year, to the extent at least as far as practicable. Such, however, does not seem to have been the interpretation put upon it by the fuel committee; at least it has not been the practice to buy as much as possible at the lowest figures, but as little as would serve to make a decent show of complying with the advertised proposals.

Annexed to this report is a detailed statement of all the coal purchased for the years 1888-9 and 1889-90, and from whom, at what prices, when delivered, etc. A study of the schedules will show that about one third of the quantity required was reserved for distribution among other dealers, at winter prices, and, of course, at quite an advance. Indeed, the contractor of the summer supply was not neglected in the distribution of favors. "Two thousand tons more or less," as the advertisements read the last two years, seems to have meant "less" in both instances. The "more" part of it was reserved for the benefit of whom it might concern, and certainly not that of the taxpayers, for after a careful estimate I should place the loss by this proceeding at upwards of $1,000 for the period named.

This year, it is pleasant to notice, the committee having the matter in charge advertised for "3,000 tons more or less;" and the bills already in show that the intention is to store as much coal as possible towards supplying the needs of all the schools "for the ensuing year." This fact, however, only emphasizes the pertinency of the inquiry: Why was this practice not adopted before? and suggests, also, that a system of management that permitted the practice of other years was radically defective, somewhere or somehow.

Some other methods of conducting the affairs of the board which are to be deprecated if not condemned may now be considered; and first, as to the manner of making the annual reports of committees. They are misleading and deceptive, if not so intended to be; and, besides, are not made as the by-laws require, as they leave out a statement of "the amount and number of any outstanding claims incurred or purchases made by the committee," and leave it to be inferred, by reporting cash balances on hand, that not a dollar is due to any one.

To illustrate this fact, take the following tabulated statements of the four committees named, and compare the reports with the actual facts.

These reports were made March 27, 1890.

	Balance on hand as reported.	*Outstanding and unreported claims.*
Building committee..	$134 03	$12,439 68
Repair committee.....	2 13	7,409 67
Fuel and fire fixtures committee..........	2 43	3,209 74
Supply committee....	88 56	7,915 53
	$227 20	$31,024 62

These several reports are [illegible] deceptive or grossly misleading [illegible] ments, in so far at least as [illegible] would generally understand them. In glancing over the reports it will be noticed that they all commence in the statement of expenditures with "old [illegible] com[illegible] former committees," [illegible] and then we have an analysis or summary of the different purposes for which the funds were expended, leaving out entirely, in the summary, all "old bills," so that we do not know for what purpose the moneys for these were paid.

In this way of reporting, no reliance whatever can be placed on scarcely a single statement as to the expenditures in any of the departments; and it is simply a waste of time, if nothing worse, to spread such stuff before the public and call it a "report." The following table will illustrate the absurdity to which I refer. The items are taken from the several annual reports of March, 1890:

	Expenditures as reported.	*Expenditures actually made.*
School furniture........	$1,011 40	$5,229 35
Stationery...............	826 60	1,797 44
Clocks and repairs........	287 20	503 95
Superintendent disbursements..................	202 96	402 95
Kindergarten materials..	514 55	1,236 42
Stove repairs............	373 00	1,665 30
	$3,704 71	$10,835 42

Of course, I am aware that this method of presenting reports has been practiced for years past and that the old plea of "custom" is as good at the present time as it ever was; but bad or misleading customs or precedents should have an end sometime, and especially so, if they foster deception or invite to fraud.

But to continue the exposition of the misleading or deceptive character of the reports, note the following from the report of the school policeman, of March 29, 1889. He says: "I have received at the store-room in the Free academy building, from the chairman of the supply committee [John A. Nagle] the following articles," and amongst these are 15 clocks; and then we have a detailed statement of the goods issued and "delivered to the janitors and to the principals when desired;" and amongst these articles so delivered are the fifteen clocks. The bills of this year show that 38 clocks were purchased at an expense of $234.50. Now what became of the other 23? The clock bills also show that on October 5, 1888, 14 clocks were bought at a cost of $84, but these were not paid for until June, 1889. On October 8th, within three days of the first purchase, there were 12 clocks bought of the same dealer and paid for during the same month.

And whilst on this topic the following facts may be interesting: In the two fiscal years of the board, ending in 1889 and 1890, 70 clocks were purchased at a cost of $423.00; whilst the repairing of clocks, for the same period, cost $545.85. The repairing business, by the way, seems all round the board, to be a very costly affair, as the repairing of stoves alone in two years cost $3,211.40.

One other fact illustrative of what I have heretofore said shall serve my present purposes:

Towards the close of 1889 two bills were paid, of $225 each, for pencils and erasers, both purchases being nearly at the same time. On inquiry as to this kind of expenditure, I received the reply that many parents grumble at having to pay for such material, and therefore it was thought best to supply them at public expense; and, judging from the size and character of a great many bills, there must have been very many similar attempts to stop "grumbling"—from some quarters.

Such a thing as adapting means to ends; of keeping expenditures within the limit of income; of doing, in a word, what almost everyone, whether in private or business life, is compelled to do, does not appear as far as can be seen by a close examination to have any influence whatever on majorities of school boards.

If put to the proof abundant evidence can be given to substantiate this charge, independently of anything herein related.

It does not seem to make any difference what the common council appropriations may be; whether—to take the repair fund as an example—it be $7,000 as in 1885-6, $10,000, in 1887-8, or $15,000 per annum subsequently, a legacy of debt is sure to be left to succeeding boards, and that, too, in almost all the departments. In the years ending the last days of March the following facts appear for the years preceding their respective dates:

1884—Old bills paid (the legacy referred to)................................	$10,385 7[illegible]
1885—Old bills paid (the legacy referred to)................................	14,173 7[illegible]
1886—Old bills paid (the legacy referred to)................................	6,457 [illegible]
1887—Old bills paid (the legacy referred to)................................	5,810 [illegible]
1888—Old bills paid (the legacy referred to)................................	8,879 [illegible]
1889—Old bills paid (the legacy referred to)................................	31,722 [illegible]
1890—Old bills paid (the legacy referred to)................................	43,298 [illegible]

The board of 1890 left "old bills" to be paid by their successors, the present board, of $32,448 39, a decrease arising probably from the fact that said board had an appropriation of $40,000 in excess of their immediate predecessors.

The amount of the appropriations in the tax levy of this year is $385,000, an excess of $90,000 over that of the previous year, $70,000 of which is an increase over the previous year for new school buildings—contingent fund being increased $5,000 and teachers' fund $15,000—but the over-draft business is pretty sure to continue, according to present indications.

In fact, this kind of reckless management of school board affairs has been going on for a great number of years past, to a greater or less extent, notwithstanding protests from members of its own board, as well as from other sources, charter provisions, penal code, court decisions, etc.; and to bridge over these difficulties the common council has, on several occasions, sanctioned the application to the legislature [illegible] [illegible] bills [illegible] [illegible] have been paid—this fund [illegible] to pay [illegible] overdrafts, and [illegible] tax levies will show that tens of thousands of dollars have thus been raised from time to time, for many years past. In 1875 for instance $83,000 was raised over [illegible] appropriations [illegible] pay [illegible] for deficiencies [illegible] board [illegible]; [illegible] 18[illegible] another $20,000 was placed in the tax levy for a like purpose; and in 1882 still another sum of $32,000.

I have referred above to "court decisions," and it may be well to refresh the memory of the present board, as well as others interested, by citing the language used by Mr. Justice Smith of the supreme court in the case relating to the payment of number 7 school building in this city, which is specifically referred to and quoted from, in a report of the finance committee of the board of education at its meeting November 7, 1880. An order had been voted to the contractor from the building fund which had been overdrawn, to be paid "when there is money in the treasury applicable to that purpose." The language of the court is as follows: "The powers"—those of the board of education—"are special to use and expend within the current school year, the money with which it is entrusted; and it may lawfully contract to that extent and no further, except under section 132 to lease suitable rooms for the accommodation of schools in the case therein specified.

"The board of education could not bind the city, could not bind itself, and could not create any valid obligation by contract beyond the funds placed under its control for the current school year.

"If the members of the board of education, the school superintendents, or any other corporate officer, makes contracts or pays money without authority of law, they are subject to the ordinary responsibility of all agents assuming to act without authority. They are personally liable on their contracts, and for the misappropriation of public money, and also liable to indictment."

In this connection it is well for all concerned to remember that the word "contract" in law, as we have been recently reminded, is broad and sweeping in its application. The school board, or any of its members, makes a "contract" when any goods or things are ordered or purchased; and no one can escape the liability or penalty for any infraction of law in the case by voting to pay money "when there are funds applicable," or by reporting funds on hand of small amounts at the close of the fiscal year, when large amounts of old debts are left unpaid. By these two transparent "dodges" it seems to have been assumed, for many years past, that school boards have kept within the limits of the law, inasmuch as they have not, in a technical sense at least, "overdrawn" any of the funds.

Finally, I may deliberately say that, judging from the evidence one sees in a careful overlooking and scrutiny of school board vouchers and methods of doing business, money is spent as if an unlimited supply were at command, and such a thing as economy and prudence in dispensing it was a factor scarcely worth serious consideration, in so far at least as responsible majorities are concerned.

If I have not made the charges or intimations in this report apparent, I may add that I have at hand abundant evidence to establish them; as, also, some other evidence of a different nature to anything herein narrated, which requires that some other methods than those I have been pursuing are necessary to get at the truth of certain matters which books and vouchers do not fully reveal.

Your committee has the power to adopt these "other methods" to which I refer; and I leave the matter, at present in your hands to be dealt with as you may determine and direct.

Respectfully submitted,
JOHN BOWER.

October, 14, 1890.

Respectfully submitted,
October 14, 1890. JOHN BOWER.

BOARD OF EDUCATION COAL BILLS, 1888-9.

When Delivered.	When Paid.	From Whom Purchased.	Tons.	Egg.	Stove & Chest.	Soft.
Nov. 1, 1887, to Feb. 25, 1888.	June 6, 1888.	H. H. Babcock & Co.	161 & 700 lbs.	$5 35	$5 50	22 & 95 lbs.
Nov. 15, to Feb. 29, 1888.	::	::	10	5 35	5 50	224 & 750 lbs.
April 10 to 24, 1888.	::	::	45	5 35		
May 10 to 21, 1888.	July 30,	::	7 & 800 lbs.	4 75	4 80	
July 30, 1888.	Aug. 6,	::	1,336 & 1,700 lbs.	4 15	4 40	
June 14 to May 6, 1888.	June 6,	::	238 & 1,450 lbs.	4 15	4 40	
May 1 to June 1, 1888.	::	H. F. Drake & Co.	68 & 1,650 lbs.	4 15	4 40	
Feb. 23 to May 1, 1888.	Aug. 6,	::	275 & 450 lbs.	4 15	4 40	
May 17 to June 4, 1888.	July 31,	Louis Wahn	3	4 15	4 40	
July 14 to 25, 1888.	Aug. 6,	::	201 & 180 lbs.	4 15	4 40	
July, 1888.	June 6,	Maguire Bros.	112 & 300 lbs.	5 25	5 00	
March 28 to April 20, 1888.	::	::	13 & 1,000 lbs.	5 00		
Sep. 23, 1887, to March, 1888.	July 30,	Bernhard & Casey.	47	5 00		
Not stated.	March 6, 1889.	D. M. Filkins & Son.	75	5 00	4 75	
Feb. 11 to 14, 1889.	June 6, 1888.	Doyle, Gallery & Co.	88	5 00		
March 24, 1888.	::	Joseph P. Kimmel.	85	5 00		
Nov. 2, 1887, to Feb. 1, 1888.	::	Richard Wright.	6	5 00		
Sep. 26, 1887, to Feb. 1, 1888.	::	::	1	5 00		
March 6, to April 25, 1888.		Arthur G. Yates.	1	5 00		
March 8, to April 28, 1888.		::	10	5 00		47 & 900 lbs.
			2,872 & 1,630 lbs.			271 & 1,000 lbs.

Union & Ad. Nov 20th /90.

Amount Paid.
748 17
716 64
577 50
81 50
3,773 60
46[illegible] 13
289 21
1,469 75
12 95
318 97
1,005 10
55 50
219 50
1,5[illegible]0 00
147 50
32 50
253 00
35 00
30 00
149 71
$11,411 93

Note.—663 tons and 120 lbs. of anthracite coal bought outside of contract at other than contract prices, average cost of which was $5.07 per ton; charges for "housing" in above bills, $38.30; contract prices for coal this year, $4.15, $4.40; the previous year, (1887-8), $4.50, $4.75.

BOARD OF EDUCATION COAL BILLS, 1889-90.

When Delivered.	When Paid.	Purchased From.	Tons.	Egg.	Stove &c.	Amount Paid.
Aug. 17 to Nov. 24, 1888.	April 24, 1889.	H. H. Babcock & Co.	3 & 100 lbs.	$5 00	$5 35	$ 23 00
Feb. 8 to March 20, 1889.	::	::	61 & 1,500 lbs.	5 00	5 25	313 70
Aug. 19, 1889.	June 17,	::	50	5 00	5 55	355 00
June 20 to Aug. 31, 1889.	Sep. 3,	::	1,347 & 900 lbs.	3 80	5 55	1,081 57
Sept. 24 to Oct. 7, 1889.	::	::	131 & 1,300 lbs.	4 35	4 55	222 85
Sept. 14 to Nov. 30, 1889.	Oct. 7,	::	254 & 200 lbs.	3 80	5 35	986 50
March 9, 1889.	Dec. 16,	::	121 & 300 lbs.	4 35	4 75	101 19
Feb. 27, 1889.	Aug. 5,	Pasch & Wamp.	6	4 00	5 00	31 50
March 8 to 16, 1889.	June 3, 1890.	::	12	5 00	3 90	57 00
March 4, 1889.	June 17, 1889.	S. M. Filkin & Son.	10	3 80 & $4 05	5 35	92 00
July 16, 1889.	::	Burkhard & Casey.	85	3 80 & 4 05	4 75	50 00
March 4, 1889.	Aug. 5,	::	115	4 25	4 75	334 95
July 16 to 19, 1889.	May 21,	Maguire Bros.	100	4 35		11 00
No dates.	Aug. 5,	::	88 & 1,400 lbs.	5 00		456 00
June 3, 1889.	::	::	714 & 1,800 lbs.	4 25		386 00
April 15 to June 15, 1889.	::	::	131 & 450 lbs.	4 35 & 4 50		8 50*
Dec., 1888, to April, 1890.	June 17,	Henry J. Bauer.	10			376 35
April 15 to June 1, 1889.	::	H. F. Drake & Co.	5			3,620 94
March 9, 1889.	Aug. 5,	::				543 38
Dec. 15, 1889.	June 17,	Lewis Adleman.				52 70
	Jan. 6, 1890.	::				23 75
			3,407 & 1,850 lbs.			$15,341 82

*For part to correct a previous bill.

Note—1,376 tons, 1,650 lbs., bought outside of contract, at other than contract prices; average cost of which was $4.76 per ton; charges for "housing" in the above bills, $122.38; contract prices this year, $3.80 and $3.95.

Ald. Kelly moved that the report be adopted and published.

Adopted by the following vote:

Ayes—Ald. Sullivan, McMillan, Fee, Rauber, Cleveland, Shelter, Selye, Hall, Bierbrauer, Schroth, Bohrer, Kelly, Lewis—13.

COMMUNICATIONS FROM THE MAYOR AND OTHER EXECUTIVE OFFICERS AND THEIR REFERENCE.

By the Clerk—

THE UNION AND ADVERTISER

ROCHESTER, N. Y., NOVEMBER 21, 1890.

THE WATER SUPPLY.

It is high time that the citizens of Roch[illegible] who have some comprehension of the necessity for making provision for an increased water supply, were taking practical steps with a view to the procurement of legislation, without which nothing can be done, as soon as possible after the session of the Legislature commences six weeks from next Monday. The failures of the past two years at Albany ma[illegible] be attributed solely to neglect here at home. Experience with and discussions of the present works have settled two points in the minds of the vast majority of our citizens: 1st, Necessity for increased supply, and 2d, that supply must come from Hemlock and Canadice Lakes. What is now wanted is *action* in preparation of and agreement upon the proper act to be passed by the Legislature. The subject is, we believe, in the hands of a joint committee of Aldermen and citizens. What is this committee doing with reference to legislation? Is it asleep? Or is it dead? If the one, let it wake up If the other, let it be decently interred and a live committee appointed in its place.

SUPERINTENDENT ELECTED.

Herald Dec. 1st /90.

HOW ABOUT CONESUS?

Suggestion for Taking 30,000,000 Gallons Daily from That Lake.

Alderman Cleveland and his collaborators returned from Honeoye Falls on Saturday evening. On the part of the city they secured 14 options for water rights on Honeoye creek and Hemlock lake outlet. Following are the names and amounts: Eunice A. Lloyd, $350; Ira P. Babb, $1,750; Alonzo W. Townsend [two contracts], $7,500; John Ideson [two contracts], $9,100; York Brothers, $3,500; Charles H. Fairchild, $7,000; Myron Barton, $2,700; Pierce Brothers, $3,500; Hunt Brothers, $11,600; Amos Lotee, $3,500; Edwin E. Bond, $4,600; John Duffy, $1,000. The total amount thus bargained for is $50,100.

On Wednesday the city representatives will go to Avon to meet the water right owners on the Canadice and Conesus lake outlets. There still remain eight water right owners on Hemlock lake outlet with whom no agreements have been made.

Some of the members of the special water supply committee are avowedly in favor of going to Conesus lake at once for the additional supply and of laying two pipes to Rush reservoir, with an aggregate capacity of 30,000,000 gallons per day. It is urged that Conesus lake is two and one quarter miles nearer the storage reservoir than Hemlock lake and that the 15,000,000 gallons obtainable from Hemlock lake will only suffice for the city for twenty years longer at the outside.

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ROCHESTER, N. Y., SATURDAY EVENING, NOVEMBER 29, 1890.

OPENING OF THE BRIDGE

ROCHESTER'S MAGNIFICENT NEW STRUCTURE BELOW THE LOWER FALLS.

The Latest Mechanical and Engineering Skill and the Best Materials Used in the Construction of the Great Three-Hinge Arch Bridge—A Unique Piece of Work.

The grand arch bridge over the Genesee river at Driving Park avenue, in this city, is now completed and will be opened to the public on Monday afternoon next at 3 o'clock. In connection with the completion and opening the UNION desires to give to its readers a brief but comprehensive description of this important structure.

The desire for increased facilities for crossing the river that divides our city into two distinct parts occupied the attention of our citizens and council during the early months of last year, and as a result of careful study of the city's needs, it was deemed advisable to bond the city for the construction of three bridges—one at Driving Park avenue, at the north end of the city; one at Platt street near the center; and the third at Alexander street, in the southern portion of the city. It was decided to construct Driving Park avenue bridge first. An engineer, Mr. L. L. Buck, was chosen to represent the city's interest, and as soon as the surveys could be completed by the city surveyor, Mr. O. H. Peacock, the Executive Board advertised the work and awarded the contract to the lowest bidder, the Rochester Bridge and Iron Works of our city. This award was made the latter part of March, 1889. Immediately after the awarding of the work, the building of the sub-structure or foundation was commenced by the sub-contractors, Messrs. Chambers and Casey.

A large amount of earth and rock was removed from the tops and exposed edges of the river banks. The soft shale to a depth of over twenty feet, on each side of the river, was removed, and tunnels drilled into the rock at each of the supports of the main arch span. The utmost care was used in the excavating of these tunnels, in order not to disturb any of the adjoining rock. All holes were drilled by steam drills, the same as used in rock tunnelling. After this the winter months and must be resumed the following spring. As far as the foundations are concerned, ... the best of materials, ... have been been used, and the utmost care exercised in the construction to furnish an enduring piece of masonry. And it is believed the same will last for ages. Here it should be noted that each of the four skew-back supports is surmounted with a huge block of Massachusetts granite 7 feet square and 2½ feet thick, weighing about seven tons, the heaviest block ever brought into Rochester. This granite was procured from the celebrated Munson quarries.

The superstructure is made of iron and steel and consists of one main three hinge arch span, 428 feet long, extending over the deep gorge from bluff to bluff of the river. The roadway of this span is about 212 feet above the river bottom. At the east end of this main arch span is a single approach span of 103 feet length, and at the west end two approach spans of 93 feet each, making the length of the structure 717 feet, connecting Driving Park avenue on the west side of the Genesee river with Avenue E upon the east side. The clear width of the roadway being 20 feet, and two sidewalks 8 feet wide each, the total width of floor is 36 feet. The sidewalks are protected by a very strong and substantial wrought iron, steel topped railing that is fastened directly to the main iron work of the bridge. All the floor joists are of iron instead of wood, as is customary in city bridges, the only wood used in the permanent bridge is the oak and pine flooring of the roadway and sidewalks. The roadway has an iron curb extending the full length of the bridge upon each side. The great strength and stiffness of the superstructure has been most thoroughly tested during the past month by the very heavy loading brought upon it in removing the huge temporary wooden bridge that was constructed over the main channel for purposes of erection; this loading amounting to eighty-four tons in thirty feet length of the bridge and was applied upon two different days. This is a much heavier loading than any number of teams can ever impose in a corresponding length. Great stiffness in the structure is obtained by the excellent arrangement of inclining the arch ribs toward each other, so that at the level of the roadway they are twenty feet, center to center, while they are increased to forty-six feet at points of support.

The main arch rib is composed of rolled wrought iron parts thoroughly riveted together into sections of about three feet square and thirty feet lengths. All the feet. The arch rib rises vertically some 68 feet at the center. ... and it is of the best of its kind, and has been carefully wrought out and worked into the finished structure.

The entire weight of the structure is upwards of 1,800,000 pounds of iron and steel, some 150,000 feet board measure of oak and pine timber in the finished bridge, about 7,000 yards of masonry and rock excavation are included. Over a million feet of timber have been made use of in the temporary false work. The probable cost is upwards of $125,000.

In the construction and erection of this large piece of work under the circumstances and conditions attending this particularly difficult location, the builders have shown skill and decided determination to push the work to completion. Many have watched the progress from the putting of the six cribs in the river bottom to the final laying of the floor planking. Stage by stage, each section of falsework has been put in place, all being framed and shaped upon the banks from detail drawings made in advance for each piece of the timber falsework, all of which is to be removed after the bridge is self supporting. Slowly, but surely, each bolt has been put in the falsework; no spikes being used, as they are not deemed as safe as iron bolts, with iron washers and nuts. The time consumed in the erection of falsework necessarily was more than that required for erection of entire iron work itself. The spray at times from the falls seriously impeded the progress, and rubber suits and canvas awnings were used many days to shelter the men, so they could work in the blinding mist.

This timber work was built up from the river bottom about 220 feet, and extended a few feet above the floor of the bridge, upon which a 14-feet gauge track was laid, on which a huge "traveler" or car, with engine, and four derricks was erected, made expressly for this bridge. With the use of this traveler or car, operated by a steam engine, the hauling and lowering of such massive weights was done with the utmost ease. It was a sight to see sections of the large ribs, weighing twelve and fourteen tons, lowered four and six a day into place a distance of eighty feet. Not an accident happened of any kind during the erection of the iron work—the most difficult portion of the work, and it is a matter of gratification that the very few accidents that did occur were much less than are customary upon large works of this kind.

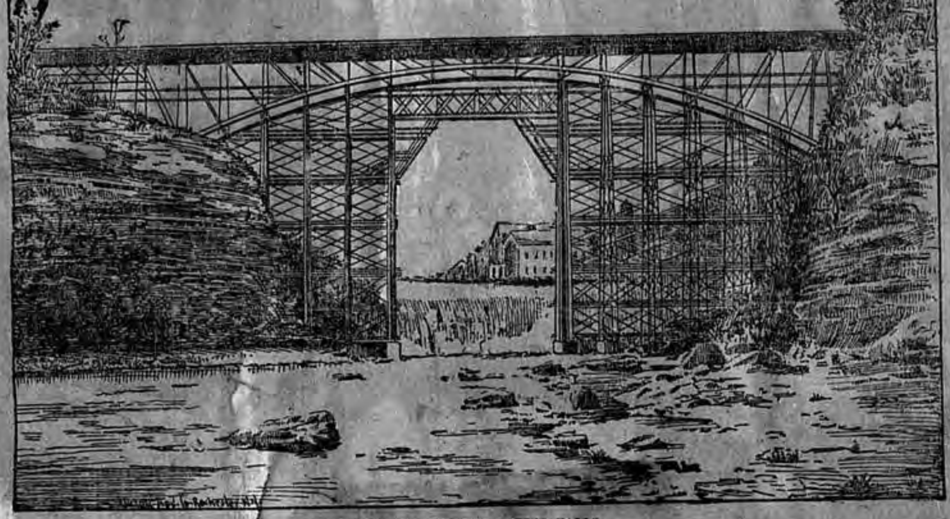
This style of bridge, a three-hinge arch, bridge works in East Rochester during the past twelve months in fashioning and ... the ... structure. ... great piece of engineering and mechanical skill, and ranks second or third to the largest arch bridge in the country, and is the only one of its peculiar kind. And none have been more carefully brought out in detail, skill and thought than this bridge has been.

The benefit to property and business throughout the city and particularly to the nearer property on each side of the river will be marked and decided as the bridge is used, bringing localities now quite remote within short and easy reach of the business parts of the city. For years we have traveled blocks upon either side of the river out of our way to reach the nearest bridge to cross over to the opposite side. This new route will doubtless prove one of the most popular thoroughfares of traffic within our city limits and afford a new channel from the eastern part of our city to Charlotte and the lake front and largely increase the value generally of our city property. We congratulate the builders upon their reaching the completed structure and appreciate the zeal and enterprise they have manifested in pushing the work ahead under what at times seemed like battling with the elements—weather, high water, spray and ice.

It has been stated that two bridges, one a wire suspension and the other a wooden bridge, that were erected at this site within the past eighty years, have fallen and the question is asked will this one prove equal to the loading of ice and snow that it may receive at times. In regard to this it would appear that the ones that were built years ago were not scientifically constructed. The subject of bridge building is vastly far ahead to-day of what it was in those days. And while one realizes that at times the spray will freeze to the structure, the load it is designed to carry is much more than that of the snow and ice that can possibly be brought upon it. As is usual with all similar structures proper care must be taken to remove snow and ice that may accumulate and keeping the iron work thereof painted to avoid corrosion. Thus proper care being given to this structure it would be impossible to limit its life, as it is now in every part a perfect bridge. As before stated this work is an evidence of the best mechanical skill of the country, and redounds to the great credit of all who have been connected with the work from its inception.

It should be mentioned here that in the awarding of the contract it was specified: "The contractor will design and prepare all plans for the false work and scaffolding and will be held entirely responsible for the safety of the same and for the security of the entire work, to the date of its final acceptance by the engineer." In other words, this covered the engineering and building of a complete wood and iron structure, and as a prominent consulting engineer of one of the leading Western railroads said on viewing the false work: "You have built a trestle of sufficient strength to maintain our heaviest railroad traffic, and have shown great care in avoiding all possible accidents." The building of this bridge was entrusted to able hands, Mr. J. F. Alden, proprietor of the Rochester Bridge and Iron Works, and a resident of our city, having devoted a large portion of his time and skill, together with that of his able assistants, Mr. A. M. Mossrop, C. E., and Mr. F. Pond, C. E., the latter having been with the bridge works many years. Mr. J. J. Blake acted in the capacity of superintendent of the erection in the employ of the bridge works. While the actual cost of the bridge is in excess of the original estimate, the fact remains that the margin of profit accruing to the Rochester Bridge and Iron Works is very limited, the company being a home institution and going on the long side of expense in any questionable case in order to insure the best possible work beyond the shadow of a doubt, even making use of the latest granite and the best and most expensive manufactured steel—for the vital and wearing parts of this bridge that were not required in the contract.

The opening of the bridge, as officially announced by the Executive Board, will take place at 3 p. m. Monday, December 1st, 1890. There will be brief appropriate exercises in the afternoon and about 8 o'clock in the evening an aerial display of fireworks, with illumination of the entire bridge, lasting about twenty minutes. Parties visiting the bridge after 3 p. m. Monday, either on foot or in carriages, will have full use of the structure and it is hoped that sufficient conveyances, heavy and light loaded teams, will be present to line the bridge its entire length.



THE BRIDGE AND THE LOWER FALLS.

carelessly arranged in a simple knot. While her face is very girlish her figure is almost matronly, and her manner and carriage are graceful and dignified.

Her first number was from Barthe's "Bride of Abydos," which is not often heard and therefore the more enjoyable.

It was well sung and Miss Howe displayed some very high tones and some facility of execution, etc., and was heartily applauded. But it was in her second number, David's "Brilliant Bird," that much loved show piece of all high sopranos, that she showed what she could do. When she had finished all the runs and trills and frills and furbelows the audience just shouted and waved their hats and handkerchiefs and programmes and everything they could get hold of to wave. It was a most complete and unqualified triumph and Miss Clementine DeVere must look to her laurels if Miss Howe remains in New York. Her voice is of a very sweet, sympathetic quality and her execution simply marvelous. She sings a high E flat with perfect ease, and not only touches it, but really *sings* it and produces a good, full, round tone on it. I hear that she has more offers than she can possibly accept.

M. EUGENIE FREDERICKS.

... the weather was intensely hot, and the duke left his party and rode ahead in his shirt sleeves (with his coat strapped before him) and wearing a soft felt hat. On his arrival at the bush public house he found a crowd awaiting him. One bushman, stepping up to him, said:

"Hallos, have you seen the duke? Will he soon be here?"

The peer replied:

"I am the Duke of Manchester."

The bushman surveyed his visitor, walked around the horse, and after a critical inspection said before the crowd:

"You're no blooming duke!" Tableau.

Would Be Put Out.

Racket.

"I hope to pay my board regularly, Mrs. Hashleigh," said young Counterskip. "I should be very much put out if I missed a payment."

"You certainly would, Mr. Counterskip," replied Mrs. Hashleigh, meaningly.

—Visitor—Isn't your mother afraid Willie, of catching cold in those slippers?

Willie—Huh, I guess you don't know them slippers. Ma uses 'em to warm the whole family with.—[American Grocer.

How I enjoyed that ... ,
The ... and lonely,
The dinners served for us—us only!
Ah, fate—life's ... strangely orders,
For now, ... of what was,
I wish there had been other boarders;
Because, alas!—ah! yes—because
We've been (to write it makes me wince)
Boarding together ever since.

Grief at Last.

Edith M. Thomas.

When from this distance I survey the past,
I marvel not at joys of bygone date,
Nor chide I them that, trivial, they seemed great,
And sped the restless golden hours too fast.
Nay, dear as flowers that have brief time to last,
My lost joys edge the roadway of that fate
Through whose deep, mournful vale I came but late,
And ... unblotted in the shadow vast.
I chide not them; but often as I turn
My eyes, now undeceived, on that closed way,
Here, here and there, I pageant things discern,
That still at pantomime of sorrow play—
Once I ... named my griefs. These now I spurn;
Joy have I known, but grief not till to-day.

Baker and Cobbler.

Judge.

A baker once meeting a cobbler ill-fed,
Accosted him roughly. "It puzzles my head
How you've lasted so long, and with bristle and thread
Have kept sole and body together," he said.
"I wager my awl I shall never knead bread,"
The cobbler replied, and the baker fell dead.

ROCHESTER CHAMBER OF COMMERCE,

PRESIDENT, L. P. ROSS.
1ST VICE-PREST., H. C. BREWSTER. 2D VICE-PREST., W. C. BARRY.
3D VICE-PREST., A. S. HAMILTON. TREAS., H. B. HATHAWAY.
T. B. GRIFFITH, GEO. C. BUELL, JAS. G. CUTLER,
W. S. KIMBALL, F. J. AMSDEN, JNO. FAHY,
EXECUTIVE COMMITTEE.
SECRETARY, J. Y. McCLINTOCK.

Rochester, N. Y., 189

He is Ubiquitous.

The greatest nuisances in the community are the persons who, doing nothing themselves for the public good, grumble and throw stones at those who are trying to do something because they do not do everything and make no mistakes.—Dansville Advertiser.

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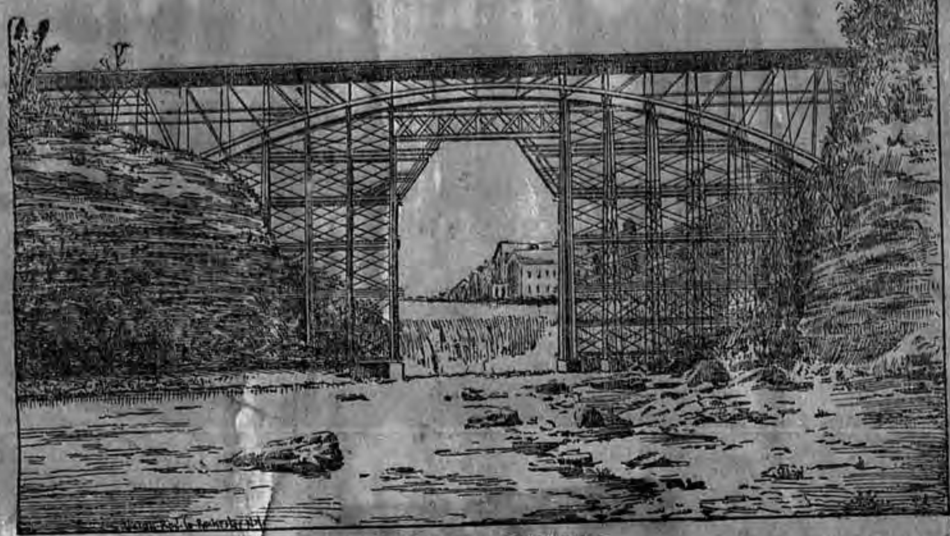

THE BRIDGE AND THE LOWER FALLS.

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A large amount of earth and rock was removed from the tops and exposed edges of the river banks. The soft shale to a depth of over twenty feet, on each side of the river, was removed, and tunnels drilled into the rock at each of the supports of the main arch span. The utmost care was used in the excavating of these tunnels, in order not to disturb any of the adjoining rock. All holes were drilled by steam drills, the same as used in rock tunneling. After this

LOOKING ACROSS THE RIVER.

careful removing of the shale and rock and a suitable bed being obtained the laying of the first courses of the skew-back masonry were begun. Each succeeding course was laid differing in dimensions from the preceding course up to a definite position previously determined upon as necessary to withstand the enormous thrust of the arch span. A number of experiments were made to determine the best and most durable stone to be used in this work. And as a result of these experiments that from the Chaumont Bay quarries, near Cape Vincent, was adopted. Foreign Portland Cement was used throughout the foundation work of this bridge. On account of the nature of the rock, which could only be determined by uncovering, it was found necessary in order to insure a sufficient and suitable foundation to change the length of the main arch span, increasing the same some twelve feet. This occasioned an unexpected delay, and proved a very aggravating and expensive one to the contractor, as the season was so far advanced that the work could not be completed in

[illegible] skew-back supports is surmounted with a huge block of Massachusetts granite 7 feet square and 2½ feet thick, weighing about seven tons, the heaviest block ever brought into Rochester. This granite was procured from the celebrated [illegible] quarries.

The superstructure is made of iron and steel and consists of one main three hinge arch span, 428 feet long, extending over the deep gorge from bluff to bluff of the river. The roadway of this span is about 212 feet above the river bottom. At the east end of this main arch span is a single approach span of 103 feet length, and at the west end two approach spans of 93 feet each, making the length of the structure 717 feet, connecting Driving Park avenue on the west side of the Genesee river with Avenue E upon the east side. The clear width of the roadway being 20 feet, and two sidewalks 8 feet wide each, the total width of floor is 36 feet. The sidewalks are protected by a very strong and substantial wrought iron, steel topped railing that is fastened directly to the main iron work of the bridge. All the floor joists are of iron instead of wood, as is customary in city bridges, the only wood used in the permanent bridge is the oak and pine flooring of the roadway and sidewalks. The roadway has an iron curb extending the full length of the bridge upon each side. The great strength and stiffness of the superstructure has been most thoroughly tested during the past month by the very heavy loading brought upon it in removing the huge temporary wooden bridge that was constructed over the main channel for purposes of erection; this loading amounting to eighty-four tons in thirty feet length of the bridge and was applied upon two different days. This is a much heavier loading than any number of teams can ever impose in a corresponding length. Great stiffness in the structure is obtained by the excellent arrangement of inclining the arch ribs toward each other, so that at the level of the roadway they are twenty feet, center to center, while they are increased to forty-six feet at points of support.

The main arch rib is composed of rolled wrought iron parts thoroughly riveted together into sections of about three feet square and thirty feet lengths. All the joints and connections are thoroughly riveted, there being no loose, or pin connected joints in the structure, except at the end and center, which are made purposely so in order to provide for the expansion and contraction of the structure that must take place from day to day as the temperature changes. Some very careful measurements have been taken as to the expansion since the bridge has been swung free of all false work, and it was found that one of the arch ribs at noonday expanded sufficient to raise at the center three-quarters of an inch over what it was the previous evening at 6 p. m.; also that the side that was more exposed to the sun expanded about one-quarter of an inch more than the other. These hinges upon which the arch must accommodate itself for the changes of temperature are made of the best cast-steel that could be obtained, the same as that used by the United States government in their late steel guns for naval ships.

The depth of the main arch span at the center is 14 feet, while at the ends it is 82

[illegible] some 150,000 feet board measure of oak and pine timber in the finished bridge, about 7,000 yards of masonry and rock excavation are included. Over a million feet [illegible] temporary false work. [illegible] able cost is upwards of $[illegible],000.

In the construction and erection of this large piece of work under the circumstances and conditions attending this particularly difficult location, the builders have shown skill and decided determination to push the work to completion. Many have watched the progress from the putting of the six cribs in the river bottom to the final laying of the floor planking. Stage by stage, each section of falsework has been put in place, all being framed and shaped upon the banks from detail drawings made in advance for each piece of the timber falsework, all of which is to be removed after the bridge is self supporting. Slowly, but surely, each bolt has been put in the falsework; no spikes being used, as they are not deemed as safe as iron bolts, with iron washers and nuts. The time consumed in the erection of falsework necessarily was more than that required for erection of entire iron work itself. The spray at times from the falls seriously impeded the progress, and rubber suits and canvas awnings were used many days to shelter the men, so they could work in the blinding mist.

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This style of bridge, a three-hinge arch, is particularly well adapted to this location, and appears from what ever point it is viewed to be very bold, striking and pleasing to the eye, particularly looking up the river against the lower Genesee falls. Views taken from the top of the bridge up and down the river are very attractive and picturesque, the landscape being one of the grandest in the country, and doubtless will be enjoyed by many in the future. Looking down the river the lake cannot be seen, owing to a sharp bend in the bank, but looking up the stream a large portion of the business and residence property of the city is clearly visible, Powers' steel tower at the center of the city, two and one-half miles away, fills the distant view. The nearness of the bridge to the new park properties upon the bank of the river appreciates materially their value.

This structure has given employment during the past year almost constantly to about eighty to one hundred workmen in the putting up of the work alone, to say nothing of the labor expended at the [illegible] detail, skill and thought than this bridge has been.

The benefit to property and business throughout the city and particularly to the [illegible] side of the river [illegible] now quite remote within short and easy reach of the business parts of the city. For years we have traveled blocks upon either side of the river out of our way to reach the nearest bridge to cross over to the opposite side. This new route will doubtless prove one of the most popular thoroughfares of traffic within our city limits and afford a new channel from the eastern part of our city to Charlotte and the lake front and largely increase the value generally of our city property. We congratulate the builders upon their reaching the completed structure and appreciate the zeal and enterprise they have manifested in pushing the work ahead under what at times seemed like battling with the elements—weather, high water, spray and ice.

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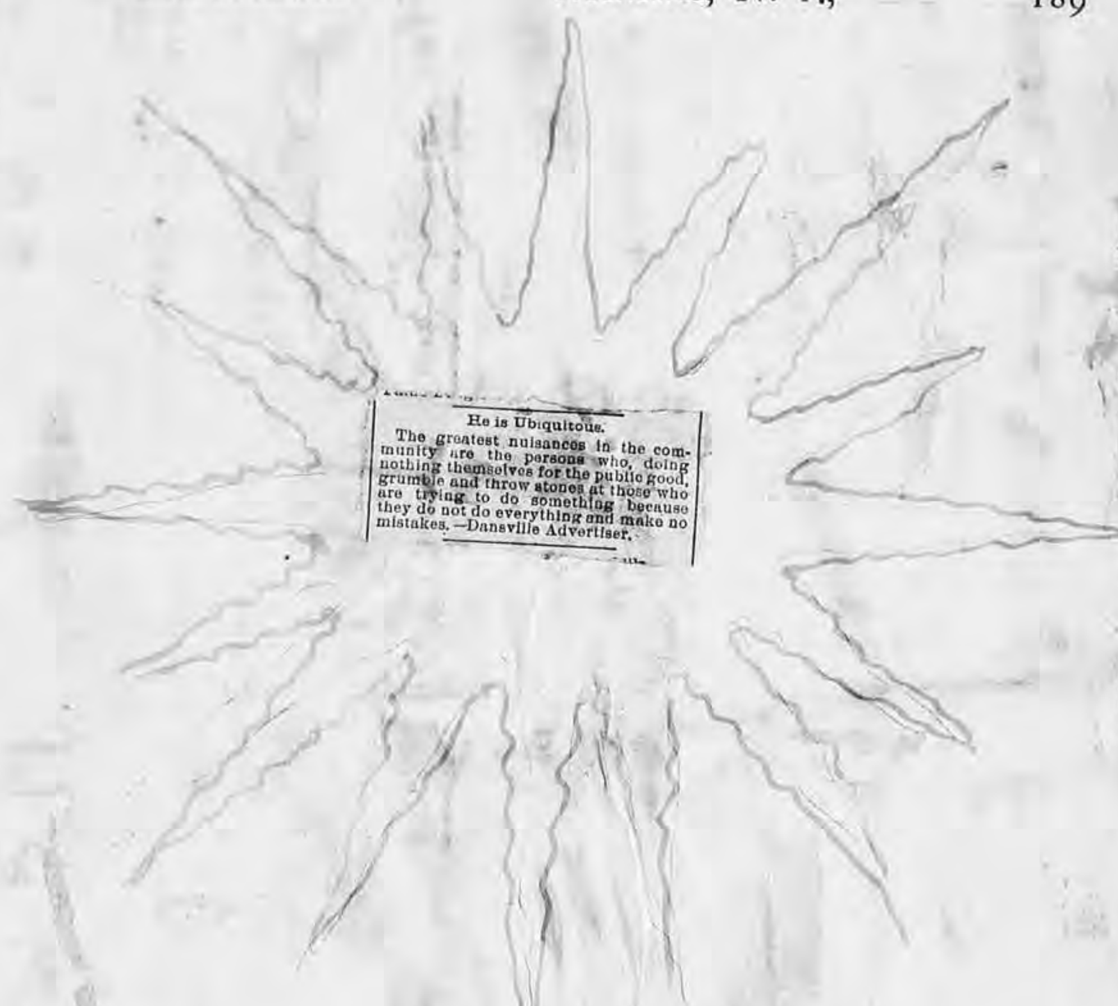
The opening of the bridge, as officially announced by the Executive Board, will take place at 3 p. m. Monday, December 1st, 1890. There will be brief appropriate exercises in the afternoon and about [illegible] o'clock in the evening an aerial display of fireworks, with illumination of the entire bridge, lasting about twenty minutes. Parties visiting the bridge after 3 p. m. Monday, either on foot or in carriages, will have full use of the structure and it is hoped that sufficient conveyances, heavy and light loaded teams, will be present to line the bridge its entire length.

ROCHESTER CHAMBER OF COMMERCE,

PRESIDENT, L. P. ROSS.
1ST VICE-PREST., H. C. BREWSTER. 2D VICE-PREST., W. C. BARRY.
3D VICE-PREST., A. S. HAMILTON. TREAS. H. B. HATHAWAY.
T. B. GRIFFITH, GEO. C. BUELL, JAS. G. CUTLER
W. S. KIMBALL, F. J. AMSDEN, JNO. FAHY,
EXECUTIVE COMMITTEE.
SECRETARY, J. Y. McCLINTOCK.

Rochester, N. Y., 189



He is Ubiquitous.

The greatest nuisances in the community are the persons who, doing nothing themselves for the public good, grumble and throw stones at those who are trying to do something because they do not do everything and make no mistakes.—Dansville Advertiser.

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Herald Dec 2d

ROCHESTER MORNI[NG HERALD]

TRUSTEES' MEETING.

Chamber of Commerce Governing Board Discusses Many Matters.

The board of trustees of the chamber of commerce held a well-attended and protracted meeting last evening.

A resolution was passed approving the Torrey bankruptcy bill in the form in which it passed the house of representatives at the last session. Several communications were referred to the committee on legislation. One was from the New York board of trade and transportation asking the chamber to pass a resolution favoring a more elaborate census of electrical industries than has been intended. Another was from the Wholesale Grocers' association of New York asking the organization to oppose the Conger lard bill, now before the senate, and to favor the substitution of the Paddock food adulteration bill in its place.

A letter from the board of trade of Watkins was tabled. The Watkins board has called a convention of commercial representatives to be held in that village on December 16th for the purpose of remedying the evil of highway peddling through the country, which is stated to be increasing.

The board adopted a unanimous report on the subject of the school board investigation, which will be presented at next Monday evening's general meeting. Colonel H. S. Greenleaf made a report from the special committee on labor difficulties, embodying the events of the last few days in the shoe industry. The committee was continued.

It was decided to discuss the subject of "Forestry" at the March meeting of the chamber and to invite several prominent gentlemen to make addresses with a view of forming a forestry association here.

"Smoke Consumption" was the topic fixed for discussion at the next general meeting of the chamber and Dr. C. E. Rider was invited to read a paper on the subject.

The meeting then adjourned. The trustees were rejoicing last evening at the announcement that the chamber of commerce rooms are to be thoroughly cleaned and renovated. The work will be done before the annual meeting, if possible.

D&C Dec 3d '90.

—The rate of tax on $1,000 for the different towns in the county has been fixed as follows: Arcade, $7.89; Attica, $6.78; Bennington, $8.52; Castile, $5.90; Covington, $13.40; Eagle, $7.70; Gainesville, $8.10; Genesee Falls, $6.31; Java, $6.81; Middlebury, $10.76; Orangeville, $6.68; Perry, $7.10; Pike, $6.91; Sheldon, $4.55; Warsaw, village, $9.80; Warsaw, town, $9.48; Wethersfield, $7.29.

The Post-Express.

ROCHESTER, MONDAY, DECEMBER 1.

Water Supply.

The subject of the conservation and equal distribution of the water supply of arid regions, has had much attention from congress but has not as yet been put upon a permanent and satisfactory basis. The urgency of the subject does not grow out of any large present demand for the use of these lands for agriculture, but out of the danger that the water supply and the sites for the necessary catch basins may fall into the hands of any private corporation and be used to render subservient the large areas upon such supply. The owner of the water is the owner of the lands, however titles may run. All unappropriated natural water sources and the reservoir sites should be held by the government for the equal use at fair rates of the homestead settlers, who will eventually take up these lands. The United States should not, in my opinion, undertake the construction of dams or canals, but should limit its work to such surveys and observations as will determine the water supply, both surface and subterranean, the areas capable of irrigation, and the location and storage capacity of reservoirs. This done, the use of the water and of the reservoir sites might be granted to the respective states or territories or to individuals or associations upon the condition that the necessary works should be constructed and the water furnished at fair rates, without discrimination, the rates to be subject to supervision by the legislatures or by boards of water commissioners duly constituted. The essential thing to be secured is the common and equal use at fair rates of the accumulated water supply. It were almost better that these lands should remain arid than that those who occupy them should become the slaves of unrestrained monopolies controlling the one essential element of land values and crop results.

Anthony ...

[ROCHESTER, MONDAY,] DECEMBER 1, 189[0]

DISCUSSING THE MANIFESTO

SHOEMAKERS REFUSE TO DECLARE OFF THE COX STRIKE.

Result of the Shop Meetings Held This Morning—In Most of the Shops the Lock-out Will Take Effect This Evening—Both Sides Determined.

This morning the members of the Shoe Manufacturers' Association posted in their shops copies of the manifesto in which they agree to employ no members of the Boot and Shoe Workers' International Union after to-day unless the Cox strike be declared off by the Union. The manufacturers will give the employees until this evening to decide on what course to pursue, it is understood. The employees in most of the shops are, therefore, at work to-day, except when called out for shop meetings, a number of which are being held at the Front street city building. The first shop meeting was held by the employees of Curtis & Wheeler at 8 o'clock this morning. A committee from the Shoe Council, appointed yesterday afternoon, explained the plan of action which had been formulated by the delegates in the council. The shop voted on the question whether or not to adopt this plan, the most important part of which is not to declare the Cox strike off. On this point the vote was unanimously in favor of maintaining the strike. This decision was regarded as practically foreshadowing the action of all the other shops. In fact, leading shoemakers who were present said there was no doubt that every shop would vote against declaring the strike off. In regard to the feeling of the meeting it was said that those present were not at all alarmed by the prospect of a lock out. One speaker said at this time of the year shoemakers were always laid off from two to six weeks, this being the dull interval between two seasons, and consequently all were prepared to be thrown out of work for a time, expecting it even if there were no lock-out. About 9 o'clock the meeting dispersed, those present returning to work, and E. P. Reed & Co.'s employees took possession of the room. The council's committee made an explanation similar to that laid before the previous meeting.

The attendance at the second meeting was small, as the shop has been shut down recently, the season being closed, and all the employees were not notified in time. For this reason no action was taken and another meeting of E. P. Reed & Co.'s employees will be held at 9 a. m. to-morrow. This noon John Kelly's employees met in the Front street city building and at the same time E. Holland & Co.'s shop met at the headquarters of the Shoe Council, 17 Wilder arcade. This afternoon the employees of A. J. Johnson & Co. and Hough & Ford are in session at the Front street building.

The employees of John Kelly and E. Holland & Co., in their respective meetings, after the council committee explain its plan, voted to sustain the strike. These meetings continued until after 1 p. m.

After Curtis & Wheeler's men returned to work, at the close of their meeting, the firm posted this notice in connection with the manifesto of the manufacturers:

"The attitude of the Boot and Shoe Workers' International Union toward the P. Cox Shoe Company renders it imperative for us to take the action indicated in above agreement.

"Unless the conditions are complied with during the day, those of our employees who are still members of the Boot and Shoe Workers' International Union will consider themselves no longer in our employ.

"Those who are not members of that Union are cordially invited to remain at work; and those who are willing to withdraw from that organization and accept steady employment at same wages as now paid are welcome to remain.

"CURTIS & WHEELER.

"December 1, 1890."

The employees left the shop and subsequently held a meeting to consider when they will remove their kits from the shop and other questions connected with the situation.

A reporter called at J. William Naylor's shop to learn whether he would join in the lock-out, the statement having been made that he would not do so. Mr. Naylor has been ill, suffering from typhoid fever, but is expected at the shop in a few days. In the meantime no action will be taken by those in charge of the shop unless he directs something to be done. Up to noon to-day no word had been received from him. The manufacturers say, however, there is no question that he will enforce the lock-out, according to agreement.

A press committee has been appointed by the Shoe Council and other arrangements made for the anticipated struggle. Another meeting of the council, which includes delegates from all the shoe assemblies, will be held this evening. Members of the press committee stated to a reporter that the total membership of the International Union in this city is from 3,500 to 4,000, but in their opinion only 1,500 to 2,000 persons will be affected by the lock-out, if it occur, the others working in shops which will not shut down, they state. As stated in Saturday's UNION, however, some of the manufacturers estimated that from 3,500 to 4,000 persons will be affected by the threatened lock-out.

SMITH & HERRICK CLOSED UP.

Chattel Mortgages for Nearly $20,000 Given on Their Property.

Smith & Herrick's shoe factory on ... street has been closed since Saturday morning and the keys are in possession of the officials of the Union bank. It has been known for considerable time the firm was in financial difficulty and the closing is not, therefore, wholly unexpected. Before the county clerk's office closed Saturday noon two chattel mortgages were docketed. The first one was made by Edwin C. Smith and Charles C. Herrick to the Union Bank and covers all the machinery, stock and shoes in process of manufacture. The mortgage is for $15,000 and is given as security for liability incurred through commercial accommodation extended by the bank. The second mortgage is extended by the same parties to Flavia M. Herrick for $4,173.85 on the same property. The bank is also secured by endorsement on the paper of a responsible party. The failure is thought to have been caused by bad debts.

There are a number of creditors of the firm but it was impossible this morning to get any idea of the assets or liabilities. Amsden Bros. hold some of the papers, but say they are secured. David Abeles is said to be a creditor to the extent of $800 due for rent and Kalb Bros. are also reported to be interested to a considerable extent. The firm has been in business a number of years and manufactured ladies', misses and children's shoes.

Herald Dec 3d '90

SEWAGE FILTRATION.

The System Likely To Be Introduced at Albion and Holley.

The villages of Albion and Holley are discussing the advisability of introducing systems of sewage filtration. A recent state law makes it incumbent on all villages to have sewerage systems and prohibits the use of natural streams where such streams have not already been polluted. It requires that a plan of each town be prepared by a civil engineer having some knowledge about sewer construction, to be submitted to the state board of health for its approval, and that all plans shall include some method of sewage disposal.

A plan for the village of Holley involving the principle of intermittent filtration was made about a year ago by Waldo & Dodgson of this city, George W. Rafter being the consulting engineer. After some discussion these plans were approved by the state board of health. Since that time the same gentlemen have prepared plans for a system of sewers in Albion, together with filtration works, which were promptly approved by the board. These two Orleans county villages are likely to be the pioneers in New York state in adopting the principle of intermittent filtration for sewage disposal.

In conversation with a HERALD reporter yesterday Mr. Rafter described the Albion system as follows: "These plans represent a practicable method of disposing of sewage by intermittent filtration both in summer and winter. In Albion the main outfall sewer runs half a mile north of the north line of the town. Here a field is located which is naturally adapted to filtration purposes. It is proposed to purchase seven acres of land which will dispose of the sewage from a population of 7,000 to 8,000 people. This field will be underdrained, the minimum depth of the drains being six feet. The sewage when it first arrives at the field, is to run into two settling tanks, each capable of holding 12 hours' sewage. These tanks can be completely discharged at will. The sewage then flows out on the field. This field will be in two levels on account of the formation of the ground, and each level will be divided into two parts. The whole sewage of one day can be discharged on one of these areas. Each of the four areas can thus lie idle three days. In these areas the process of purification will go on.

"During the winter months series of covered wooden trenches will be put in five feet apart over the whole field. Experiments have proved that the sewage reaches the field at a temperature above the freezing point and that purification will go on in the covered drains or trenches, which are so constructed as to have a slight fall.

"In preparing the filtration field the upper soil is stripped off and at least a foot of coarse, clean sand put on. When a quantity of sewage reaches this sand the particles of solid matter are drawn into the spaces between the grains of sand. A process of destruction is then carried on by the bacteria of nitrification. Such a field is a place where quantities of organic matter are being destroyed innocuously by minute bacterial agents. There is not likely to be any odor from the sewage as the process of nitrification does not produce bad smelling gases, being totally different from putrefaction."

The estimate of the cost of the Albion system is $90,000, and of that in Holley $23,000. There is considerable discussion going on in both villages over the expense. The Albion sewers will cost $20,000 more on account of the prevalence of Medina sandstone near the surface. It is suggested, however, that as Albion owes its existence very largely to the quarries, its citizens ought not to complain if the sandstone does make the laying of sewers a more difficult task.

ENGINEER GRAY

WILL GO OVER THE TRUNK SEWER PLANS.

Preliminary Report from Alderman Lempert's Committee—City Assessor Gerling Re-elected—He Gave a Banquet.

Last evening's council meeting was brief and unexciting. Alderman Selye presided on account of the illness of the president. Alderman Tracy was present, however. During the early part of the meeting there were no spectators behind the railing—an unusual occurrence. The budget for November was adopted, and the city property committee was authorized to enter into contract with Henry D. Blackwood to paint the roof of the Front street building for the sum of $585.

Alderman Lempert handed up the following report from the east side trunk sewer committee:

Your special committee on the east side trunk sewer project respectfully reports that in pursuance of authority given by resolution of your honorable body on October 21, 1890, your committee has corresponded with Howard A. Carson of Boston, Massachusetts, and with Samuel M. Gray of Providence, Rhode Island, with the view of their employment as experts on said improvement. Letters from those gentlemen are hereto annexed and made a part hereof. In view of the fact that by the resolution heretofore adopted the expense of the employment of an expert engineer was limited to $500 and in view of the fact that the committee is unable to obtain the services of an expert for that sum, as seen by the aforesaid letters, your committee would recommend that the limit of expense be increased to $1,000 and the traveling expenses of the expert and that your committee be authorized to employ Mr. Gray at an expense not to exceed $50 per day and traveling expenses and that his compensation shall in no event exceed the sum of $1,000 and necessary traveling expenses.

The letters from Messrs. Carson and Gray were appended. The former said that it would be impossible for him to attend to the work. The report was adopted with the proviso that the expenditure be charged to the east side sewer fund when created.

The following first ordinances were adopted: Maplewood avenue sewer and outlet, $4,800; Sibley street pipe sewer, $450.

Final ordinances were disposed of as follows: Sixth avenue plank walk, adopted; Stanley park grading, walk and sewer, adopted; North St. Paul street widening, adopted; Anderson and University avenues sewer, adopted.

The report of the commissioners in the matter of the opening of the new boulevard was taken up and confirmed.

Alderman McMillan's resolution having for its object the legislative amendment of the new ballot law was taken from the table. On Alderman Kelly's suggestion two recommendations were added to those already published. They were that all ballots be folded before being handed to the voters and that the ballot clerks be relieved of the duty of placing their initials on the ballots. Then the resolution was adopted.

The common council then proceeded to elect a city assessor, and Jacob Gerling was unanimously named to succeed himself. Mr. Gerling had no opposition in the caucus.

A petition for the extension of water mains in Berlin street was favorably acted upon, and then, after the transaction of considerable routine business, the council adjourned.

Alderman Selye has withdrawn his proposed penal ordinance to prevent driving between street car tracks and the curbs in streets where the tracks are laid on the sides. It has been discovered that there is an existing ordinance covering the point and that the objectionable practice is punishable by appropriate fines.

After the meeting the aldermen, with other city officials and invited guests, wended their way to the hotel Bartholomay. Here, as the guests of Mr. Gerling, to the number of thirty or forty, they sat down to an elaborate banquet. Mayor Carroll sat at the head of the principal table, with the newly elected city assessor on his right and President Tracy of the common council on his left. After the long list of courses had been disposed of the mayor rose to propose the health of the honored host and this was drunk standing with great enthusiasm. Mr. Gerling acknowledged the honor in a modest and sensible speech in which he promised to do his duty in the future as in the past, honestly and impartially. Other speeches were made by City Attorney Ernst, Colonel R. H. Schooley, Mayor Carroll, City Surveyor Peacock, Aldermen Tracy, McMillan, Judson, Rauber and Bierbruer, Assistant City Attorney Sullivan, City Clerk Sheridan, City Messenger Irwin, Assessors Pratt and Maher, F. A. McGill of the Union and Advertiser, Stenographer Smith and others. In fact, nearly everybody present was called on to say something. Mayor Carroll, in response to an allusion made by Colonel Schooley, made a brief reference to the manner in which he had performed the duties of his office. He said that he had tried to do what seemed to him to be his duty and that it rested with the people to approve or condemn his course. The gathering proved to be one of the pleasantest of the kind ever held in Rochester. At its conclusion a unanimous vote of thanks was tendered to Mr. Gerling for the entertainment. General Henry Brinker came in just before the gentlemen left the room and was greeted with hearty applause.

... Dec 2d '90

THE LOCKOUT.

THE MEN'S SIDE STATED BY SECRETARY SIEVERMAN.

Large Attendance at the Mass Meeting, But None of the Manufacturers Present—Situation Unchanged—Aid Proffered.

Fully one thousand eight hundred persons, many of the number being women, were present at the City hall last evening in response to the call for a general mass meeting to hear the statements of the shoemakers and the manufacturers regarding the present lockout. A general invitation had been extended to all the manufacturers to attend, and Secretary Chapin of the manufacturers' association and Patrick Cox, against whose shop the strike exists which caused the lockout, had been particularly requested to be present and give the employers' side of the difficulty. Not a manufacturer was present, however, and consequently the large audience heard but one side of the question, although as Secretary Sieverman of the Shoe council explained the shoemakers could scarcely be blamed for that. The latter, he added, would have been better pleased to have had the employers represented in order that the citizens generally might hear both sides and thus fully understand the merits of the case.

When Hon. Joseph Bauer, president of the Shoe council, called the meeting to order he invited all members of the council present and all manufacturers to take seats on the platform. The members of the council responded, but the seats reserved for the employers remained vacant. The meeting was organized by the selection of Frederick Fields, the organizer of the American Federation of Labor in this city, as chairman, and James Coyle and George Sable as secretaries.

Secretary Sieverman, who had been selected by the Shoe council to state the shoemakers' side of the question, was then introduced. In opening he explained that there were eight local shoe unions and that the council was composed of delegates from each of these. Then turning at once to his subject the speaker said that ever since the establishment of the Cox shoe factory at Fairport there had been trouble between the employes and the manufacturers. He gave figures showing that at the Fairport factory prices for piece work had been kept so low in every department that that factory could put goods on the market which cost 50 per cent. less to manufacture than the product of the Rochester factories. He then told how the Rochester shoemakers interested themselves in the matter and organized a union at Fairport with a view of securing a higher scale of wages in justice to themselves and the Rochester manufacturers and how a strike at Fairport had resulted from Mr. Cox's refusal to pay higher wages. Continuing the speaker explained in detail the causes which led up to the strike in the Rochester factory of Mr. Cox because of the employment of boys to do "tacking." The statement that the strike in the Cox factory was due to the introduction of machines the speaker characterized as untrue, and said that in the past fifteen years many machines had been put in factories and that the men were willing that this action should be taken. Turning to the subject of the present lock-out, which, he said, was due to the strike in the Fairport factory, Secretary Sieverman said:

About four weeks ago we were informed that the manufacturers had taken steps to have the Cox shoe strike declared off. The labor committee of the chamber of commerce invited President Bauer, John C. Mulryan and myself as representatives of the Shoe council to meet with it and confer about the trouble. The committee talked about the Philadelphia plan of arbitration and told how excellent it was. We know about the Philadelphia plan. That is an arbitration of interested parties. We told the committee we favored arbitration pure and simple and suggested that all differences be settled by an arbitration committee, one member to be chosen by us, one by the employers and a third member by these two men. The manufacturers never gave their views on this proposition. The manufacturers afterward met the chamber of commerce committee and finally it was arranged that our committee and a committee of the manufacturers should meet at three o'clock last Saturday afternoon and consider the situation. Our committee was there, but as far as we know the manufacturers have not got there yet. Instead we found a note inclosing the manifesto of the employers.

And now as to our position. We are perfectly willing that machines should be put in. All we ask is that the old employes be given the preference in running the machines. And as to prices; we ask that for working these machines we be paid enough so that at the end of the week we shall have as much money as we formerly had in working by hand. Is not that fair? And you may ask why we demanded that Mr. Cox should pay as much for machine lasting as for hand work until the capacity of the machine should be thoroughly tested. It was because the machine had not been found a success and boys had to do part of the work at boy's wages in order to make the machine pay, and even then the men had to work at less than they could make by hand. We gave that machine every consideration, and it was only when Mr. Cox used the machine as a means of reducing wages that we objected. He would ask us to make a certain shoe at a reduced price and when we refused he would put it on the machine, and reduce wages indirectly. When a manufacturer makes his factory a lever to reduce wages it is better that that factory did not exist.

And now the manufacturers say that we can only return to work by retiring from the union. Is that just? Have the manufacturers any more right to dictate to us whether or not we shall belong to a union than to dictate to us concerning what church we shall attend, what societies we shall belong to? Shall 31 manufacturers dictate to 4,500 citizens ... [illegible]

... matters? It is not right. The Rochester shoe has a prestige throughout the country. This is due to the workmanship entirely. If wages are lowered the workmanship will "slack up" just as it has in other cities as a result of reduced wages. Instead of giving the care they at present exercise the employes would try to turn out more work and thus make their present wages.

Secretary Sieverman was frequently interrupted by applause during the delivery of his address and at its close he was accorded general applause as an evidence of his hearers' appreciation of the able and comprehensive manner in which he had presented the shoemakers' side of the trouble. Chairman Fields asked any manufacturer who might be present to step forward and give the manufacturers' side, but there was no response to the invitation.

Hon. Joseph Bauer was then called for and addressed the meeting briefly. He referred to the charge that the leaders in the Cox strike had misappropriated relief funds and said that every dollar of the $40,000 received could be accounted for. "As for the P. Cox shoe strike," Mr. Bauer continued, "as long as I live and can prevent it that strike will never be declared off until Mr. Cox acts fairly in the matter."

By a rising vote, in which shoemakers were excluded from voting, it was decided that the demands of the locked-out men were just and then the meeting adjourned.

State Roads.

Rochester Union.

The Niagara Farmers' club, which lately denounced Governor Hill's plan for state roads as a plot to sprinkle the state with "cheap democratic politicians," is rebuked by our neighbor, the MORNING HERALD, with an ardor that does it credit. That there is any politics in Governor Hill's plan is, of course, absurd. The condition of the country roads is scandalously bad, and experience has demonstrated that they will not be any better until a better system of supervision is invented for them and enforced. If the farmers would take care of their roads no one would wish to interfere with them. But they won't. They do not put work enough on them, and what work they do is not effective because it is not intelligently applied.

Of course to have the state undertake the care of any of the country roads is clear gain to all farmers who can use such roads, and they ought to be the last to grumble, but in this as in other particulars the agricultural community is somewhat deliberate in seeing where its true interest lies.

CANADIAN GAS.

How Buffalo will be Supplied with Light and Fuel.

BUFFALO, Dec. 4.—Thousands of people lined both banks of Niagara river at Black Rock last night to witness the test of the pipe line which conveys the natural gas from the Canadian gas territory to the border, where it will be connected with the Buffalo pipes for supplying this city.

When the match was applied a blaze shot 100 feet out on the river and a three-inch pipe also sent a blaze 40 feet up in the air. One well supplied the gas and the reserve registered 80 pounds pressure. There are 18 wells located in the Canadian territory, but wells 4 and 5 will furnish the gas to be used here. Each is estimated to supply 7,500,000 cubic feet every 24 hours.

The pipes will be laid across the river as rapidly as possible, and connections made, and then Buffalo will have an unlimited supply of this desirable fuel.

Conger Lard Bill Condemned.

NEW YORK, Dec. 4—At the regular monthly meeting of the chamber of commerce to-day a resolution was adopted disapproving of the Conger lard bill, as inexpedient, unwise and unjust.

UNION.

[...]Y, DECEMBER 4, 1890

BOARD OF ARBITRATION.

An Investigation of the Local Shoe Factory Troubles to be Made.

The following Associated Press dispatch was received this morning:

"NEW YORK, Dec. 4.—The State Board of Arbitration, all of whose members met here yesterday to arbitrate a local labor difficulty, decided to investigate the shoemakers' strike in Rochester. The session will be opened Monday next for that purpose."

This evening the mass meeting under the auspices of the Shoe Council will be held at the City Hall. Thirty petitions calling for the meeting have been circulated among business men and others, and there are over 9,000 names attached, the officers of the council state. A personal invitation has been extended to Patrick Cox to attend and the Manufacturers' Association has been invited through Secretary Chapin.

The situation in the shoe shops remains substantially the same as yesterday. A couple of meetings have been held by the employees of J. William Naylor, one yesterday and another this morning, but they were not ordered out by the Shoe Council, as erroneously reported in a morning

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THE LOCK-OUT.

Statement of the Operatives' Side of the Case.

In reply to the stereotyped question: "Is there any change in the situation to-day?" a well-known manufacturer said this morning: "No, sir, there is no change, nor is there likely to be any very soon."

"What did the manufacturers do at their conference yesterday?" was asked.

"They took no action of public interest and it is not probable that they will take any action very soon. They have given their ultimatum and that ends the matter as far as they are concerned."

"Have the men made any overtures?"

"No, sir; not that I know of."

"Will your committee be represented at the meeting of the State Board of Arbitration, to investigate the difficulty?"

"Oh yes, probably. We have no objection to telling all we know and aiding the board all in our power. We expect the other side to tell all it knows."

Eighteen hundred people gathered in the City hall last evening in response to the call for a mass meeting, to hear the statements of employees as regards the present lock-out. An invitation had been sent by the Shoe council to the Manufacturers' association, and a special invitation was given to Patrick Cox to be present. The manufacturers did not appear, however, so that only the workmen's side of the case was heard. The meeting was called to order by Hon. Joseph Bauer, president of the shoe council. Frederick Frelett, the organizer of the American Federation of Labor in this city, was made chairman, and James Coyle and George Sable were named as secretaries.

Frank A. Sieverman, a young man who is employed as a laster in one of the factories, was called upon to state the position of the workmen. Mr. Sieverman spoke for nearly two hours and set forth in a clear and forcible manner the side of the locked-out employees. He said:

About four weeks ago we were informed that the manufacturers had taken steps to have the Cox shoe strike declared off. The labor committee of the Chamber of Commerce invited President Bauer, John C. Mulryan and myself as representatives of the Shoe council to meet with it and confer about the trouble. The committee talked about the Philadelphia plan of arbitration and told how excellent it was. We know about the Philadelphia plan. That is an arbitration of interested parties. We told the committee we favored arbitration pure and simple and suggested that all differences be settled by an arbitration committee, one member to be chosen by us, one by the employers and a third member by these two men. The manufacturers never gave their views on this proposition. The manufacturers afterward met the Chamber of Commerce committee and finally it was arranged that our committee and a committee of the manufacturers should meet at 3 o'clock last Saturday afternoon and consider the situation. Our committee was there, but as far as we know the manufacturers have not got there yet. Instead we found a note inclosing the manifesto of the employers.

And now as to our position. We are perfectly willing that machines should be put in. All we ask is that the old employees be given the preference in running the machines. And as to prices: we ask that for working these machines we be paid enough so that at the end of the week we shall have as much money as we formerly had in working by hand. Is not that fair? And you may ask why we demanded that Mr. Cox should pay as much for machine lasting as for hand work until the capacity of the machine should be thoroughly tested. It was because the machine had not been found a success and boys had to do part of the work at boy's wages in order to make the machine pay, and even then the men had to work at less than they could make by hand. We gave that machine every consideration, and it was only when Mr. Cox used the machine as a means of reducing wages that we objected. He would ask us to make a certain shoe at a reduced price and when we refused he would put it on the machine, and reduce wages indirectly. When a manufacturer makes his factory a lever to reduce wages it is better that that factory did not exist.

And now the manufacturers say that we can only return to work by retiring from the union. Is that just? Have the manufacturers any more right to dictate to us whether or not we shall belong to a union than to dictate to us concerning what church we shall attend, what societies we shall belong to? Shall twenty-one manufacturers dictate to 3500 citizens about such matters? It is not right. The Rochester shoe has a prestige throughout the country. This is due to the workmanship entirely. If wages are lowered the workmanship will "slack up" just as it has in other cities as a result of reduced wages. Instead of giving the care they at present exercise the employees would try to turn out more work and thus make their present wages.

Hon. Joseph Bauer spoke of the P. Cox strike and in closing said that as long as he lived he should use all his power against having the strike declared off unless Mr. Cox would act fairly in the matter.

By a rising vote, in which shoemakers were excluded from voting, it was decided that the demands of the locked-out men were just and then the meeting adjourned.

The employees seem well satisfied with the result of last night's meeting, and think that their cause has been strengthened, and placed in a better light before the public. The Shoe council has as yet received no reply to the communication which it sent to the manufacturers.

It is expected that H. J. Skeffington, secretary of the American Federation of Labor, will pass through the city Sunday on his way to the convention at Detroit. The Trades assembly of this city has investigated the difficulties and will recommend to the American Federation of Labor at its convention next week that that body shall stand by the shoemakers. Hon. Joseph Bauer has been selected by the Shoe council to go to Detroit to present the case to the convention.

Unless there is some change in the situation in a short time, the employees intend to hold another mass meeting, at which addresses will be made by Secretary Skeffington and other prominent members of the Federation of Labor.

Democrat and Chronicle.
DECEMBER 9, 1890.

THE SOFT COAL NUISANCE

Chamber of Commerce Encourages Forbearance.

DR. RYDER'S SMOKE TALK

Devices Galore Have Been Invented to Obviate the Nuisance, But They Don't Exactly Obviate — The School Board Investigation.

The smoke nuisance proved to be a drawing card at the Chamber of Commerce meeting last evening, it being the best attended session of the year. As a result of the meeting the chamber is disposed to encourage patience in those who have been doing the kicking against soft coal. One of the important steps taken was the adoption of the report of the committee on the Board of Education investigation. Here is the report:

To the Rochester Chamber of Commerce:

The Board of Trustees submit the following report and recommendation for your consideration:

A committee was appointed by this board to attend the public meetings of the committee of the Common Council to investigate the School Board. At least one member of that committee was present at each public meeting except one. The committee of the Common Council refused to allow a lawyer to be employed by the Chamber of Commerce, to assist them in the examination of witnesses. There was, however, testimony brought out to warrant the report made by the Common Council committee. That report, embodying as it does the report of John Bower, is a strong document and is worthy of the careful consideration of every citizen. It would show an apathy on the part of business men, dangerous to the best interests of Rochester, if we should remain quiet, after the publication of the testimony brought out. While the conclusion of the committee of the Common Council, that the present system is unsound, is undoubtedly well founded, yet the fact remains that most of the looseness and extravagance shown, were the result of breaking the existing laws. The defect is in the agents, and not in the system only. No one can doubt but that a compliance with existing laws would save many thousands of dollars without detriment to the interests of education.

Two cases of infraction of the penal code are so clear as to need only to be stated in order to secure the conviction of the offenders, and do not involve the exercise of any amount of legal talent.

The uncontroverted testimony shows that two commissioners at least have habitually violated the penal code in selling goods to the city. One of them goes to the extent of saying that he had done so for six years, and in effect saying: "What are you going to do about it." This same man admitted under oath that he had regularly sold goods to the city at retail prices.

How much these sales amounted to during the time referred to we are not informed, but for the past two years they amount to several thousand dollars. The fact that these two men admitted their guilt under the law is shown by their selling under fictitious names. The penal code is as explicit as it can be on that point, and reads as follows: Chapter 493, section 473: "A public officer or school officer who is authorized to sell or lease any property, or to make any contract in his official capacity, or to take part in making any such sale, lease or contract, who voluntarily becomes interested individually in such sale, lease or contract, directly or indirectly, is guilty of a misdemeanor."

For years the city charter has been violated by overdrawing appropriations, and spending large amounts of money without any authority of law, although the attention of the board have been called to the matter by finance committees of the Common Council and others.

The board of 1889-90, overdrew the appropriations of the fiscal year by upwards of $43,000, while money to a large amount was squandered for paying bills for which the city was not liable; in the employment of a larger number of teachers than was necessary, and in other ways. Such disregard of the law, invites to extravagance if nothing worse.

It is useless to ask for improvement by new laws, unless public opinion demands the enforcement of those laws.

Title VI, Section 143, of the revised city charter, is as follows: "No member of the Board of Education shall vote for the payment of any money out of any of the funds authorized to be raised by this title of the city charter, knowing that such fund is without money to pay the same, or by vote or otherwise create any debt or liability beyond the amount of any particular fund for the then current fiscal year. And any person violating this provision shall be fined not less than $50 nor more than $100, or be imprisoned in the Monroe County Penitentiary for the period of ten days. And the district attorney of the County of Monroe is hereby specially directed, and it shall be his duty, to prosecute all persons violating this provision upon the complaint of any taxpayer of said city." We recommend to the chamber the adoption of the following preamble and resolution:

WHEREAS, The investigating committee of the Common Council has shown that the Board of Education for the year 1889-90 has violated the city charter, in overdrawing the appropriations by about $43,000; and

WHEREAS, It has also been shown that two commissioners have habitually violated chapter 493, section 473 of the Penal Code; and

WHEREAS, It is the sworn duty of the Mayor to see that the laws are enforced;

Resolved, That the Chamber of Commerce urges his honor, the Mayor, to cause proper proceedings, under the charter, to be brought against the members of the Board of Education of the years 1889-90, and under the Penal Code, against the two Commissioners who have sold goods to the city.

Resolved, That a committee of three be appointed by the president, he being one of said committee, to present these resolutions to the Mayor.

Dr. Ryder was then introduced and read an able and carefully prepared paper upon the use of soft coal, and the injurious effects to health and property. The effects of the carbon was, he said, too slight to call for serious consideration. The carbonic acid and sulphuric acid were the most injurious results of the use of soft coal. The only way to avoid the injury from this source was to cease burning coal altogether of any kind, since all coal contains the element of sulphuric acid. There was but one way of eliminating the sulphur, and that was by turning it to gas.

Dr. Ryder read extracts from the Cyclopædia Brittanica relative to the use of coal, and its effect on health. He next exhibited a table of analyses of most of the fuels in common use. Those fuels that contain 5 per cent. of hydrogen, Dr. Ryder said were the smokeless fuels. In order to get the best proper results from the use of soft coal, sufficient quantity of air, thorough mixture of gases and air, and maintenance of the required degree of heat in ordinary furnaces answers these requirements. Any number of patents had been issued which endeavored to meet the requirements, but though the patent office was teeming with devices, none had succeeded. Drawings of [illegible] exhibited by Dr. Ryder. "I don't want to sit down on these devices," said he "as far as they go, but I must confess that there is to be noticed great discrepancies between testimonies and chimney tops [illegible] the manufacturer, instead of the lack of proper construction. When a manufacturer attempted to force a fifty-horse power engine to do the work of an 100-horse power engine, by forcing the boiler, no device could prevent smoke. It was impossible to burn both the volatile and fixed constituents of coal in the same grate. The only solution was to burn the fuel into gas and burn the gas.

Dr. Ryder said in conclusion that the gas method was of advantage from the economical standpoint, and that all fuels could be converted to gas in the same fire box. It could be generated at a central point and distributed. The world would some day conclude that the present method of burning coal was next to barbarous. Produced gas made in a proper producer, will give results more satisfactory than burning direct. This plan did away with smoke and it was economical.

John Brown, of Toronto, a member of the Board of Trade of that city, who is interested in a device for the reduction of the smoke nuisance, was present, and at the request of President Ross explained the workings of several devices in use. He took exceptions to some of the points made by Dr. Ryder. He suggested that the Chamber of Commerce appoint a committee to make a further examination into the question.

William C. Barry said that while no one wished to drive away manufactories, it was most desirable to get rid of the coal nuisance. He therefore thought that any device that would in the least contribute to this end, should be sought out. If there was no such device then some other means of furnishing power should be sought. Dr. Ryder said in reply that many devices would aid in reducing the soft coal nuisance. He thought, also, that it would not be right to force manufacturers to use anthracite coal, as it would be equal to taxing them outright at least $200,000 annually at once. This would force anthracite coal up in price and make it impossible for manufacturers to compete with their brethren of other cities, which did not force the use of hard coal.

D. M. Hough then offered the following resolutions:

WHEREAS, The continued prosperity of Rochester depends upon the full utilization of its natural advantages, and;

WHEREAS, We do not know of any large manufacturing city which has been able to appreciately abate this production of smoke, and,

"WHEREAS, We believe that it is impossible to force our manufacturers to solve this problem prematurely without great loss to the city. Therefore,

Resolved, That the Chamber of Commerce recommends to the authorities of the city to "go slow" in prosecuting manufacturing concerns for making smoke; and further,

"*Resolved*, That we recommend the citizens of Rochester to have patience with those using soft coal in manufactories, trusting that in the near future, means will be devised for and economical considerations will prompt to a reduction of the nuisance."

The resolutions were adopted unanimously, the only debate being a remark by Mathias Kondolf, that his grandfather used to say "where there is no smoke there is no business."

Hon. O. F. Williams consul to Havre, was present, and being requested to talk to the chamber, compared the homes of Paris to the homes of Rochester. He read some roseate figures on the growth of Rochester during the last thirty years, and showing that at the same rate of growth, by 1950 the city would contain more than a million inhabitants. He thought the Chamber of Commerce was not doing all that it could do to advance the interests of the city. They should deal with large issues instead of with small matters. Touching upon school matters he said, that, although there had been some criticism of the conduct of school officers, the expenditures for school purposes in 1890, were 20 per cent less than in 1880, based upon the valuation of the city. He advocated a paid Board of Education. In closing he said: "We have everything necessary to become a great city."

President Ross was authorized to appoint a committee on nominations, to report at the next meeting of the chamber.

THEY TRIED TO SETTLE IT

Shoe Manufacturers and Men Get Together With No Result.

NEITHER SIDE WOULD BUDGE

Both Insisted on Their Original Propositions Being Adopted—Beginning of the Investigation by the Board of Arbitration Into the Lock-out.

Early yesterday afternoon Frank Sieverman, secretary of the Shoe Council received the following telegram from the president of the American Federation of Labor now in session at Detroit:

DETROIT, DEC. 8, 1890.

Rochester Shoe Council, Rochester, N. Y.

Make final effort to settle the Cox strike. Wire answer. SAMUEL GOMPERS.

The message was read at a meeting of the shoe council and was received with much satisfaction by the men who say that it is proof that unless the Cox strike is settled the Federation of Labor will take up the fight. Charles Towne, Joseph Spears, Eli Watson, John Tobin and Miss Nettie Murphy were appointed a committee to visit Mr. Cox and make an effort to settle the strike. Mr. Cox refused to treat with the committee and referred it to President Wheeler of the Manufacturers' Association. The members at once went to Mr. Wheeler's place of business and had a very long conference with him.

It was learned at the conclusion of the conference that no agreement had been reached. The whole matter was carefully discussed, but each side persisted in [illegible] strike be declared off and said that the lock-out would also be declared off immediately. The men said that they would declare the Cox strike off if Mr. Cox would pay the scale of wages prepared by them, here and in Fairport. They were willing that the question of machinery be dropped for a time and would go back to work and declare the Cox strike off if Mr. Cox would pay their scale of prices. Mr. Wheeler refused to listen to this proposition and as a consequence the matter now stands just where it did before the telegram came.

The Shoe Council held a meeting last evening and listened to the report of the committee.

The following telegram was sent to President Gompers:

ROCHESTER, Dec. 8.

Samuel Gompers, President American Federation of Labor, Detroit, Mich.:

The effort to effect a settlement of the P. Cox shoe strike failed.

ROCHESTER SHOE COUNCIL.

A member of the Shoe Council said last evening that if the strike could have been settled at that conference yesterday the whole affair could easily have been fixed up, as all the delegates to the Federation of Labor are at Detroit. "As it is," he continued, "it will take a long time to reach all those delegates after they are scattered, and the P. Cox shoe factory will fare very badly at the hands of organized labor all over the United States."

A prominent manufacturer said last evening, in speaking of the conference, that the minute the Shoe Council declared the Cox strike off, that minute the lock-out would cease, and that it would not cease until then. He also said that matters were in just the same shape now that they were before yesterday afternoon's conference.

The Shoe Council has ordered a special meeting of Williams & Hoyt's employes at the city building this evening at 6 o'clock.

The State Board of Arbitration met in the Common Council chamber yesterday morning. There were present Hon. William Purcell, of this city, chairman; Hon. Gilbert Robertson, of Troy, and Hon. F. F. Donovan, of Brooklyn. Theodore Bacon appeared for the Shoe Manufacturers' Association. Patrick Cox was also present. Some time after 11 o'clock D. C. Feeley, together with Frank Lieverman and McMullen, of the Shoe Council, entered. Mr. Feely inquired if the board was proceeding with the investigation. Mr. Purcell said the board was waiting for a representative of the men and inquired if the attorney was authorized to act in that capacity. Mr. Feely said he did not know that he was authorized to appear for the men who were out but still would make a statement. Before doing so he wished to inquire for the men whether the board proposed to investigate the lock-out or the particular strike in the Cox factory.

Mr. Purcell replied that as all present were familiar with the circumstances leading to the present controversy he would not rehearse them. He stated that the board proposes to investigate fully all subjects which may throw light on the controversy, including what is known as the lock-out and the strike as well.

To this Mr. Feeley replied: "In that view of the case I feel authorized to say the men do not care to enter into the merits of the lock-out, feeling that this is a subject more for the investigation of a Grand Jury than for the inquiry of the state board, as we hold that the manufacturers have no right to interfere with the Cox strike. In regard to the strike I am ready to appear for the men desiring to show the public that they did not strike against the introduction of machinery and that their cause is just."

Mr. Purcell then explained: "The purpose of this investigation is to procure information for the Legislature. The board is gratified to have counsel act for the men in the investigation of the strike. When the inquiry reaches that portion of the controversy known as the lock-out the board will subpœna the witnesses in case counsel for the men does not then appear, in order that all the facts may be brought out as fully as possible. This statement I make so that both sides may fully understand the situation."

Some discussion followed as to Mr. Feeley calling witnesses on the employes' side, as he did not desire to do so. The chair pointed out that as far as subpœnaing and examining witness is concerned the board had full power, and unless Mr. Feeley voluntarily called the witnesses for the men, there would seem to be no definite object in his appearance. In response to a question the attorney said he represented the Shoe Council. He then held a private consultation with members of the Shoe Council present in regard to the advisability of voluntarily presenting the men's side of the case.

After a few minutes Mr. Feely addressed the board, asking an adjournment until 2 o'clock in order that a larger number of members of the council be consulted before deciding the question as to what part in the investigation they will take. An adjournment was then taken in accordance with the request. At 2 o'clock the board reassembled and Mr. Feely then stated that the time had not been sufficient for the subpœnaing of all the witnesses he desired and as a consequence he asked for a further adjournment until 10 o'clock this morning. This was granted him and the board adjourned without doing any business.

It is expected that a large number of witnesses will be on hand to-day. The members of the board say that they will make every effort to settle existing difficulties satisfactorily.

ROCHESTER MORNING HERALD

Dec 9th/90.

THE STRIKE AND LOCKOUT.

The State board of meditation and arbitration is now engaged in investigating into the causes and status of the Cox shoe factory strike and the manufacturers' lock out in this city. When the board has completed its work it can only make a report to the legislature and that will probably be the last of it so far as either the board or the legislature is concerned.

But we are not inclined to disparage the value of the intelligence that will be gained by this inquiry. It will enable the public to reach a fair conclusion on the merits of the case and, we hope, will lead the two parties to the contest to the ground of a common understanding.

The strike and lockout constitute a grave misfortune to all concerned. In the first place several thousand industrious and worthy citizens, male and female, are thrown out of employment at the beginning of the winter season when, for every reason, it is most desirable that they shall be employed. In the second place, one of the great industries of Rochester is temporarily paralyzed, and that cannot fail to have a depressing effect upon the trade and general business interests of this city. And in the third place such difficulties produce more or less bad blood, putting employers and employes further apart and to some extent involving the entire community in a quarrel which it would be for the interest of all parties to have settled as speedily as possible.

Desiring not to put a single stone in the way of a harmonious adjustment of this trouble, we wish entire success to the state board in its search for the truth connected with the strike and lockout, and hope that that body or some other agency may speedily succeed in bringing the disagreeing parties to a fair and equitable basis of agreement.

THERE is no uncertain sound to the report and resolutions on the subject of the school board investigation adopted by the chamber of commerce last evening. After presenting in a concise form the main points brought out in the testimony before the common council committee and quoting the provisions of the penal code and the charter covering the offenses committed against the municipality, the chamber calls upon the mayor to cause proceedings to be commenced against the trading school commissioners for their violations of the criminal law and also against the board of education of 1889-90 for acting contrary to the requirements of the charter. While the vote by which the organization placed itself so squarely in accordance with the best public sentiment of Rochester was not quite so decisive as might have been desired, the manly action of the leaders of this representative body of business men in taking this bold stand is certainly worthy of commendation.

D & C Dec, 10th/90.

"Expenditures for School Purposes" — Illogical use of Statistics.

To the Editor of DEMOCRAT AND CHRONICLE.

SIR: In reading the DEMOCRAT AND CHRONICLE's report this morning of the proceedings of the Chamber of Commerce meeting of last night, I find the following erroneous deduction based on so-called statistics of school board expenditures, introduced by the Hon. O. F. Williams; "Touching upon school matters he said, that, although there had been some criticism of the conduct of school officers, the expenditures for school purposes in 1890 were 20 per cent. less than in 1880, based upon the [illegible] of the city."

valuation

Thus [illegible]ased," the facts will show that instead of expenditures being 20 per cent. less in 1890 than in 1880 they were enormously increased, for the reason that in 1886, as will be readily remembered, our city assessors were prevailed upon by the state assessors to raise the valuations so as to conform to the reqirements of law; and hence over 80 per cent. was added, on the average, to the valuations of the city's realty of the previous year, and has been kept at this high standard ever since, as will be seen by the following facts: The assessed value in 1880 was $84,408,725; in 1885, $38,563,02; in 1886, $72,171,195; and in 1889, $82,805,625.

From the above, it will be readily seen that the "school officers," or their apologists, must employ some other method of reasoning than the use of statistics, in manner above, if they would escape the just criticism which has been so freely and generally made on the loose and extravagant "conduct of school affairs."

JOHN BOWER.

Rochester, N. Y., Dec. 9, 1890.

The Post-Express.
ROCHESTER, WEDNESDAY, DEC. 10.

GETTING AT FACTS

THE OBJECTION TO THE USE OF THE LASTING MACHINE.

Proceedings Before the State Board of Arbitration — Theodore Bacon Addresses the Commissioners—The Evidence "Dust and Smoke."

Thomas Phillips was the first witness sworn at this morning's meeting of the State board of Arbitration and Mediation to investigate the shoe difficulty. "Is the machine introduced at the factory a labor-saving machine in your opinion?" asked Mr. Feely of the witness.

"I rather think it is not," replied the witness.

"I rather think," interjected Mr. Bacon, "that the opinions of this witness are of no value to this commission."

The objection was sustained.

The witness, in his testimony, devoted particular attention to the lasting machine and generally condemned it.

Frank Severman, secretary of the Rochester Shoe council, was sworn. He said he is a laster and had lived in Rochester two years. He continued:

I visited Colonel King in reference to his lasting machine in company with two other members of the committee appointed by the Lasters' union for the purpose. The committee went to urge that none but practical lasters be employed on the machine. Colonel King said that as far as he could prevent it, he would not permit practical lasters to be supplemented by green hands. Mutual pledges were made. We promised to give honest service on the machine, and Colonel King agreed to see that practical lasters were employed. Soon afterward, when boys were engaged, we notified the machine company that our agreement with Colonel King was being violated at Cox's factory. I have never been an employe of Mr. Cox, but I acted as the representative of his lasters.

On cross-examination by Mr. Bacon, the witness said:

I did not consider the agreement with Mr. King to be binding on Mr. Cox. We had no fault to find with the operation of the machine. The lasting of the shoe was the question with us. We considered the machine a success from a thorough investigation we made at Weaver, Thomas & Kirk's. We thought it policy on our part to get the operating of the machine for ourselves. We thought an objection to the machine was that boys were permitted to work on it.

A. H. Speers was the next witness. He was on the committee that visited Colonel King in reference to this machine. He was not an employe of Mr. Cox. He said:

We saw Mr. King and were cordially received. We said that we did not think our men were properly treated at the Cox factory. We objected to the employment of the boys. Mr. King said he did not approve of that himself. He said he wanted the co-operation of the Lasters' union, and was willing to do what he could in their interest. We called to his attention a previous agreement that unskilled men were not to be employed on the machine. He said that if he had the power boys would not be employed on the machine, but unfortunately he didn't have that power. We had an interview with Mr. Cox on the 27th of May—I mean a committee representing the Rochester Shoe council, the Fairport and Rochester unions. At the mention of Fairport Mr. Cox became very angry and talked about attempts to rob him, etc. He said he had about decided not to make any more shoes in Fairport. We had another interview with Mr. Cox in which he asked us to present our grievances in writing. They were delivered at 10 o'clock the next morning. The grievances in the Rochester factory were put in writing. Mr. Cox said he was familiar with the grievances at the Fairport factory. We signed the demands at Mr. Cox's request. Mr. Cox's answer was a rejection of some of the demands and a promise to investigate the others. After that a strike was declared.

On cross-examination witness said that the employment of boys on the machine had a tendency to reduce wages, and also that the boys did imperfect work for which the men were held responsible. These were the two objections against the employment of boys.

John Stephenson was recalled.

On cross-examination by Mr. Bacon, witness said:

We had no objection to signing our names to the demand, but we might have done it on a separate paper as we understood the names were furnished only for Mr. Cox's information.

I was one of the committee that presented a number of grievances to Mr. Cox. We saw him the following day by appointment and renewed our demands, and at his request appended our names to the demands. He gave us his answer to the demands and on the following Saturday we notified him that we could not accept his answer and all the men stopped work that day.

"You may rest assured that no advantage will be taken of those signatures," said Mr. Bacon.

"I am glad to have the counsel's assurance on that point," said Mr. Feely.

"The assurance was not needed. How could it be otherwise?" rejoined Mr. Bacon.

"Oh, well, Mr. Cox has claimed that only the paper which was signed contained the grievances," said Mr. Feely.

"Mr. Cox has not claimed that," replied Mr. Bacon. "He certainly does not claim that now."

"Oh well, I saw him so quoted in a newspaper, and whatever a newspaper says is true," added Mr. Feely.

"That depends on which paper it is, doesn't it, Mr. Chairman?" said Mr. Bacon.

"The counsel is right," said Mr. Purcell.

Joseph Shaeffer was recalled and testified in substance what had already been told about the committee's interview with Mr. Cox.

Mr. Feely here announced that the testimony for the Cox employees was all in.

Mr. Bacon made a brief statement of what he said, "may in a vague sense be termed the other side." He said that this question was of great and direct interest to the people of this city. He continued:

We are not in any sense litigants, but your board has a right upon the gentlemen I represent to aid all in their power in the investigation you have undertaken. Much of the testimony that has been presented has absolutely no relation to the present controversy. Without meaning to use an offensive phrase, I may say that much of the evidence has been dust and smoke created to blind the eyes of your hearers and the community. It was not until last February that the P. Cox company began the experiment of the use of a machine for work that had been done manually. The experi-

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Historic Scrapbooks Collection

[illegible] work [illegible] two more machines having proven successful. Upon each one of these machines were introduced. Upon each one of these machines some five or six men were employed. On the morning of the 24th of May, when three machines were in operation, the proprietor was waited upon by a committee and notified that the union no longer permitted work by the weekly wages on the machine, but work by the piece would be required and that the same wages by the piece for the machine would be demanded that was formerly given for the work by hand—a requirement which, had it been accepted, would have made the use of the machine impracticable.

Mr. Bacon here read the demands presented Mr. Cox by the lasters, finishers and other unions, and Mr. Cox's answer thereto. Mr. Bacon said:

Mr. Cox's proposal was rejected and all men in the Cox factory were ordered out. Counsel here said, with a confidence that I admire, that the grand jury is the proper constituted authority to consider the events of the last six months, and in pursuance of that belief he has carefully and studiously refrained from offering you any assistance whatever in the accomplishment of the purposes of this inquiry. But we propose to aid you and we will give you no ancient history. We propose to show you how Mr. Cox's employes have been intimidated by threats of bodily injury. The contention of the manufacturers of Rochester is that they should not be interferred with by their employees in their purpose to use a particular machine in their factories. These men have determined to drive Mr. Cox from the business because he has sought to use a machine, and the united trades unions have declared that it shall not be used, except on conditions which make its use impossible. This attempt to crush out Mr. Cox has been carried on with funds assessed on the employees of all the shoe factories in Rochester.

At this point a recess was taken until 2 p. m.

At this afternoon's session of the board

Patrick Cox was put upon the stand by Mr. Bacon. The witness told the story of the trouble in his Fairport and Rochester factories. He spoke of the interview he had with the committee, referred to in previous testimony. He said that he denounced to the committee the action of the men in stopping work at a busy season of the year. He said he complained of the petty annoyances to which he had been subjected. He continued:

I told them I was tired of doing business in that way, and if the men wanted to run the factory I would be glad to sell to them and give them plenty of time in which to pay for it. I said that as long as I ran the factory I did not propose to be interfered with.

At yesterday afternoon's session of the board James Ryan, Bernard Ward, Frank Stewart, Charles Forest, Lewis Rappleport, Augustus Perley, George Cummings, Joseph Morgan, William Defendorf, former employees, testified to the wages paid at the Cox factory, claiming that they were lower than at the other factories.

ROCHESTER MORNING HERALD

DECEMBER 11, 1890.

TO NOMINATE OFFICERS.

Chamber of Commerce Committee—Candidates Named for President.

President Ross of the chamber of commerce yesterday appointed the following named gentlemen to serve as members of the nominating committee, under a resolution adopted on Monday evening: Frank J. Amsden, Eugene T. Curtis, J. Herbert Grant, James W. Gillis, Marcus Michaels, Henry D. Stone and George F. Roth. This committee will prepare a list of candidates for president, vice-presidents and trustees, from which the chamber will make its selection on the evening of January 12th. Last year the committee mailed ballots containing the names of all the candidates to each member of the chamber the evening before the election.

The choice of a president is already being discussed among the members. Were it not for establishing a precedent it is altogether likely that Lewis P. Ross would be again chosen. He has devoted much time to the duties of the position and has planned to advance the interests of the organization in every possible way. Among the gentlemen mentioned for the office are Hon. H. S. Greenleaf, Hon. Frederick Cook, A. G. Yates, Henry C. Brewster, Arthur S. Hamilton and George C. Buell.

—President Ross of the chamber of commerce yesterday selected William C. Barry and E. R. Andrews to act with him in presenting to Mayor Carroll the resolutions adopted by the chamber regarding the school board investigation. One of the resolutions provided that the president should be a member of the committee.

STORY ALL TOLD.

INVESTIGATION OF THE SHOE TROUBLE ENDED.

Patrick Cox and President Wheeler Give the Manufacturers' Side—Lockout at Naylor's Over—Appeal for Aid Granted.

The hearing of evidence in the investigation of the state board of arbitration into the causes of the existing difficulties between the shoe manufacturers of the city and their employers came to a close late yesterday afternoon. The men's side of the case was finished in the morning and the afternoon session was taken up entirely with the testimony of Patrick Cox and President Wheeler of the [illegible] ers' association, [illegible] sworn to [illegible] Wheeler's [illegible] interesting, as showing [illegible] led the association to decide to lock out its men unless the Cox strike was declared off. Mr. Cox's testimony was almost ent[irely] [illegible] the difficulties in his factories.

At both sessions [illegible] audiences of men and women, composed mainly of employes in the shoe factories, were present and listened closely to the testimony presented.

Having completed its investigations the board will now make a final effort to secure an adjustment of the trouble. To that end the arbitrators will meet at ten o'clock this morning and at that time will confer with representatives of the manufacturers and shoe council and the attorney of each. It is the hope of the board that at this conference an understanding may be arrived at by which the Cox strike and the general lockout may be declared at an end.

The Morning Session.

Promptly at ten o'clock the board convened and Attorney Feely resumed the presentation of the men's side of the case. The first witness was Thomas Phillips, who was employed as a laster in Cox's factory at the time of the strike. He said:

For three months I had opportunity to watch the operation of the lasting machine introduced in the fall preceding the strike. In my opinion the number of men employed on the machine could last more shoes by the old method than they did with the machine. I was requested by Superintendent Harding to work on a machine, but refused, as I had been earning $20 a week and machine operators were only paid $15 or $18 a week. The lasters objected to boys tacking on the insoles as this was considered a part of the lasters' work. This grievance was brought to the attention of Superintendent Harding. He said a change would be made and the operator would last the shoe complete. This was tried and the operator could not make any more shoes than when the machine was first introduced. The lasters were then dismissed by Superintendent Harding and told not to come back until after the difficulty was settled. This was before the strike. The lasters suggested that the operators last the entire shoe, but did not demand this. Previously Superintendent Harding made the same suggestion to the lasters, saying this would do away with the boys. There was some work on the machine, such as cementing, that the lasters did not object to, as it was not considered a part of the lasters work.

Secretary Sieverman of the shoe council was next sworn. Concerning the use of lasting machines in the Cox factory and a conference held with Colonel King, the manufacturer, he said:

We told Mr. King we saw no reason why lasters should not operate the machine if it were going to displace hand lasters. We told him if practical lasters were given the operation of the machine that honest service would be given. This we did by resolution of the union, we told him. He assured us that he would sell no machine to anybody who would try to use the machine as a lever to reduce wages. He told us that practical lasters would be of great use in introducing the machine and he would give agencies for doing this work to an indefinite number of lasters, at better wages than they received at hand work, so that no practical lasters would be displaced by the machines. Mutual pledges were made. Subsequently we [learned] that this agreement was violated by the way in which the machines were run in the Cox factory. This we brought to the attention of Mr. Cox and Superintendent Harding. A plan was then arranged for the running of the machines which was acceptable to us. Superintendent Harding at the Cox factory made the suggestions adopted by the committee as the plan.

Mr. Bacon cross-examined Mr. Sieverman at some length and the witness testified as follows:

We understood Mr. King to promise that no boys would be employed on the machine. He did not say this expressly, but said practical lasters would be given the work. We took this to mean that boys would be excluded. We considered that Mr. King's agreement was binding on the use of the machines in the Cox factory. At one time our committee investigated the use of the machine in Weaver, Thomas & Kirk's shop and approved the method of running the machine in that shop.

Arthur H. Spears, another member of the committee which called on Colonel King, testified in that respect substantially as did Mr. Sieverman. The witness also detailed the conferences held by Mr. Cox and a committee of the shoemakers just before the strike was declared. The objection made to the machines in Cox's factory, witness added, was due to the employment of boys instead of skilled workmen and to the use of the machines as a lever to reduce wages.

John Stevenson and Joseph B. Shaefer, two more members of the committee which called on Mr. Cox in relation to the trouble in his factory, were recalled and substantiated the [evid]ence of previous witnesses.

[Mr.] Feely at this point stated that his [side] was ready to rest its case and the board called upon the manufacturers to present their statements. In opening the employers' case Mr. Bacon made an extended address. A synopsis follows:

There is no controversy in this case. There is a condition which interests many people in this community. I will make a statement because the state which you represent has the right to call on the gentlemen whom I represent for assistance in investigating the condition of affairs. A great deal of evidence has been presented here which has no relation to the subject of the investigation and which may be mildly characterized as smoke. I will not go back to ancient or mediæval history. Evidence has been presented that as far back as 1877 in the Cox shoe factory lower wages were paid than in any other shop, but it does not appear that these facts caused any trouble. Neither does it appear that [illegible] in Fairport or in Rochester, distinct [illegible] as they are, is there any question of [illegible] between employer and employee. It was not until a delegation of outsiders interfered with first a question about something else and then a question of wages that this trouble started.

The general question whether it is better to do mechanically what has heretofore been done manually, is not properly a question for the commission to decide. It is, however, a question which has been brought before you. In February last the first machine was introduced in the Cox factory, either to do work at less expense than formerly or else to do the work better than before. Two more machines were introduced and a half dozen men put at work on them. It was not until then that a deputation from the labor organizations appeared and said the union no longer permitted men to work on the machines [by] weekly [wages] and that the pay must be by the piece. [illegible] also said that the union required [illegible] [illegible]

[illegible] bill, as appears in evidence [illegible] Counsel has given [plenty] of evidence on

points which are not of concern to the board but rather to a grand jury. The acute coun[sel] [illegible] consideration [illegible] suaded not to enter the Cox factory, whether they would or would not. The methods which have been resorted to in this city to deter men and women who are willing to work, as free men have the right to work, by personal insult and bodily and other injury—these subjects will be briefly brought before your honors' attention.

And then your honors will be given, without concealment as of the concealment of a crime, the circumstances under which other manufacturers in the city of Rochester, without the slightest consideration of any question of wages, have come by deliberate and almost, if not quite, unanimous action to co-operate with the P. Cox manufacturing company in saving to it, if it is possible, under the laws of the state of New York, the right to use the particular machines which certain men engaged in similar work declare that they do not regard as a financial success. That is the action of the manufacturers of the city of Rochester, upon its being made to appear to them that the force and strength of the attack made upon the business of that particular employer consists solely in the daily or weekly contributions drawn from the other manufacturers in Rochester by payment as wages to their employes and then drawn by regularly weekly assessments into the fund which is used for the purpose of crushing another manufacturer in the same place for doing exactly what every one of them claims the right to do.

The Manufacturers' Statement.

When the board reconvened in the afternoon Mr. Bacon offered in evidence affidavits from the complaint of the P. Cox Shoe manufacturing company against a number of former employes, the document being on file in the county clerk's office. The action was for damages and for an injunction restraining the defendants from interfering with the plaintiff or its employes. Most of the affidavits recited alleged instances of intimidation by the defendants, and also of alleged boycotting.

Mr. Feely objected to this form of evidence on the ground that it would not give him or anybody else an opportunity to question the makers of the affidavits. Some discussion followed, after which the affidavits were admitted, Mr. Feely withdrawing his objection on the understanding, however, that he did not admit the truth of any of the affidavits.

Having settled this matter Mr. Bacon called Patrick Cox to the stand as the first witness for the manufacturers. He testified substantially as follows:

In 1884 the Fairport branch of the factory was started exclusively for the manufacture of cheap shoes. As far as I know the other shops in Rochester do not turn out the same grades of goods. The prices of the shoes turned out in Fairport, are from $1.25 to $2, while in the other Rochester factories the shoes sell at from $2 to $4, I believe. The labor in the Fairport factory when I started it mostly came from Fairport and vicinity. The employes were then green hands. About two years ago I learned they had joined the union. Early last May the hands in the Fairport shop went out on account of the discharge of four cutters. These four men were discharged because they did not work for two days, although requested to do so. I was not given any other cause and had no personal influence with the men.

In the latter part of May I first heard formal complaint in regard to wages in the Rochester factory. About February I had introduced a lasting machine in the shop and experimented with it a few weeks. I employed to operate it some lasters previously employed in the shop, and also an agent of the manufacturer. At first I did not pay much personal attention to the machine, except that my attention was called occasionally to the work turned out with it. In March or April I put in two more machines. The cost of each machine is $750. From two to four men were employed operating the machines, the number varying at intervals.

A committee called on me March 28th, and made verbally the same demands in regard to the lasting machine subsequently put in writing. I expressed to the committee my resentment at being compelled to close the shop in the middle of the busy season. I had in mind the petty inconvenience caused me early in the season in connection with another machine, a finishing machine. I told them I was heartily sick of running business that way; that if they wanted to run the shop I would sell out to them and give them long time in which to pay for it. Before they went away I asked them to put their demands in writing. Nothing was said at that interview in regard to wages. In my opinion it is not practicable to operate the machine in the way the men demanded. The machine would be idle four-fifths of the time. As every laster would require a machine I would have to buy a large number of machines. The next visit of the committee was on the 29th of May and at that time they brought up the question of wages. Their demands were in writing. None of the committee was in my employ. I asked them to sign their bills, saying that in the event of a strike the real cause is often hidden. They complied with the request.

I gave them my letter that evening. On the [next day] they came in and threw down my letter, saying my offer was rejected. As they passed out I told them when I got ready to comply with their demands I would send for them. That afternoon only ten or fifteen girls and a few men returned to work, in all about twenty-five or thirty or, perhaps, more. I then got other help. The full complement of hands in the shop is 350. About three months ago I obtained a complement of hands and have kept it substantially ever since.

Mr. Bacon then showed Mr. Cox a letter written by the latter to a committee of his men in relation to the existing difficulties at Fairport and the reply to the same, and asked him to identify them. The witness did so. Mr. Cox's letter follows:

July 23, 1890.

Messrs. Flanagan and Soper:

GENTLEMEN: You may say to our late employes that we are willing and anxious to settle the present difficulty, and to that end will promise to give employment to as many of them as we may have a place for; and within one week of the time they resume work will agree to investigate the question of wages in any way mutually agreed upon, provided that the quality of work made under the same conditions elsewhere be considered; and if it be found that we are not paying as good wages as paid on the same grade of work in other towns, we will be willing and agree to advance to the standard or average, such advance to take effect from the date of resuming work. Other grievances mentioned by you we will cheerfully investigate and remedy to the best of our power.

Respectfully,
FAIRPORT SHOE MANUFACTURING CO.

The reply to this letter was next read. It follows:

FAIRPORT, July 24, 1890.

Fairport Shoe Manufacturing Company:

GENTLEMEN: In answer to your communication, we would respectfully say that it has been rejected by a unanimous vote and the [illegible] such conditions as you propose [illegible].

Resolved, That as we have been out for two months, we will stay out twelve times two months longer, before we will take any such offer under consideration; and further

Resolved, That we also instruct our committee that if concessions are made they must [be made] in regard to present employes.

[Signed.] RICHARD DILLON, president,
JOHN T. FLANAGAN, secretary.

Mr. Cox then resumed his testimony. He said:

When I received that reply I asked the committee if I was expected to discharge my present employes. The reply was in the affirmative, and I then answered that I could not do that. I have had no communication in any formal way with the strikers since. Since the strike in May efforts have been made by the strikers to interfere with my business. Pickets have been stationed about the building to intimidate workmen, committees have been sent to non-union employes' boarding houses to urge the proprietors to refuse to keep the boarders and spies have been sent into the shop to work. Damage has also been done to machinery and material. The belting of one machine was cut and a preparation of oil and grit was placed in the ink for inking shoes, thus damaging the shoes so inked. My trade abroad was affected and I received copies of a circular purporting to be issued by the Boot and Shoe Workers' International union.

Here Mr. Bacon presented the circular referred to and asked that it be received in evidence.

"I object to that," interposed Mr. Feely. "Of course we deny that we ever saw that circular until it was offered here. We are willing it should be received if evidence is given that the shoemakers were responsible for it."

"Your denial of it will be taken in evidence and the circular too will be accepted for what it is worth," said Chairman Purcell.

The circular under discussion was then read. It created considerable merriment among the audience. It follows:

ROCHESTER, Sept. 16, 1890.

C. F. Miller, 357 E. 7th St., St. Paul:

It has come to our notice that your firm is handling the P. Cox shoe, manufactured in Rochester and Fairport, N. Y., and inasmuch as there are certain facts connected with the making of this shoe that may be of interest to you we take the liberty to address a few pertinent lines.

On May 31, 1890, the employes of the P. Cox shoe manufacturing company, in Rochester and Fairport, [600 men and women], submitted a price list of wages [the same as is now paid in all the shops of Rochester]. The firm decidedly refused to accede to the just demands of their employes, and finally, after a committee had made six distinct attempts to settle the difficulty in a peaceable manner they went on strike.

The system of substituting boys to supplant skilled mechanics on lasting and finishing by hand and machine was also objected to.

Among the men now on strike are some who have been in Mr. Cox's employ for the last 14 years, men who have assisted Mr. Cox to rise from an insignificant "cack" manufacturer to one of the largest manufacturers of fine shoes in Rochester. Rather than consider the claims of these men and women, Mr. Cox let them go, and put men in their places whose previous occupations have been that of clerks, salesmen, coachmen, quack dentists, farm hands, laborers, etc., and an indefinite number of boys. Among the women employed to take the places of the striking shoefitters, we may mention a few cigarette makers, waitresses, tailoresses, weavers, ex-ballet dancers, etc. It is hardly necessary to say that shoes made by such people cannot be of a very high grade and quality, and you will therefore consult your own interest by refusing to handle the P. Cox shoe for the present. Do not be deceived by the appearances of samples handled by their agents. The uppers and bottom-stock for samples are cut in Rochester and shipped to New York city, to be made up in a factory there by first-class shoemakers. It will be simply impossible for them to make a shoe with their present employes that will compare with their samples. In conclusion we would state that as good and as cheap shoes as Mr. Cox made before the strike are made by many manufacturers in Rochester. You will therefore suffer no inconvenience by withdrawing your trade from the P. Cox manufacturing company.

Hoping that you will give the above your favorable consideration, we remain,

Yours very truly,
THE BOOT AND SHOE WORKERS' INTERNATIONAL UNION.
P. O. Box 578, Rochester, N. Y.

"Have you been and are you ready to adjust the differences between yourself and your employes at any time?" resumed Mr. Bacon.

"I have been and am now," answered the witness.

Then Mr. Feely took up the cross-examination.

Did not the complaints that you were paying less for your work than other shops come to your ears? asked the shoemaker's attorney.

Not any more than is usual, was the reply. In fact, if you will allow me to explain I may say that in different factories work is often done in a different way and wages vary, some being higher and some lower.

Is it not the custom for the manufacturers to exchange their scales of wages?

No; in some cases we could get the price lists, if we wished, but as I said the work is done differently in different factories.

Did [you] have a lasting machine previous to the [use of] the machine.

Yes, sir; one.

Did the employes strike on account of that machine?

No, sir; but they did not take kindly to it.

Did you have any other machine?

Yes, sir; a finishing machine.

Did the men strike on account of that machine?

Yes, sir; that is they didn't strike on account of it, but they refused to operate that.

Do you know that the damage to the machinery and material was done by your striking employes?

No, sir.

Could not your new and inexperienced employes have done these things.

They might have done so.

Then you do not charge your old employes with these annoyances?

I do not; most of my men were good men.

If you had all the non-union employes that you wanted, why did you go to the manufacturers and seek to have the strike forced off by a lockout?

Because my men were subject to insult and intimidation at the hands of the strikers, as I suppose. One man is still in the hospital as a result of an assault upon him. One of the strikers was convicted in the police court of assault upon one of the non-union men and warrants were issued for others.

President Wheeler of the manufacturers' association was called next. The witness identified a copy of a resolution adopted by the association in June, pledging its support to the P. Cox company and also a copy of the well-known manifesto which caused the lockout on December 1st.

In the conference of the association in this matter was the question of wages or price lists in any way involved? asked Lawyer Bacon.

No, sir.

Are the factories in which the manifesto took effect doing any work?

I believe that in nearly all some work is being done.

Can you form a judgment from your knowledge of what proportion of the employes are at work?

In our factory about one hundred employes went out and about the same number remained at work.

[illegible] Can you form any idea of how many employes are out as a result of this instrument?

About fifteen hundred.

And how many are still at work?

About the same number.

This reply caused a derisive laugh from the attentive spectators and President Wheeler's face flushed considerably at the insult.

"I assumed that you meant how many are at work in all the factories of the city," said President Wheeler. "In the factories affected by the manifesto about five hundred are now at work."

"I have now done all that I can to assist your body in finding out the facts in this difficulty," said Lawyer Bacon, turning to the members of the board.

Attorney Feely then cross-examined the witness.

When Mr. Cox related his grievances to you did you inquire of his employes whether his statements were true?

No, sir; I assumed that they were true. I never yet had to go to a third party to ask if a statement by Mr. Cox or any other man was true.

Did Mr. Cox inform you of the demands of his employes for higher wages?

No, sir; for he had expressed himself as willing to adjust all differences of that kind.

How did you expect that by locking out your own employes you would put an end to the Cox strike; what crime had your employes committed that you should punish them for the Cox strike?

We understood, by a document signed not only by employes of Mr. Cox, but by our employes as well and referring to the introduction of machines in Cox's factory, that the demand made of Mr. Cox was only the first step toward similar demands on us—demands which we deemed unjust. Other members of our association attempted to run machines and were met by demands from the union which virtually prohibited the running of machines. The employes in our shops were all working and from their wages contributing every Saturday toward the expense of conducting a warfare which was in reality only a start toward a general warfare. So we decided to call a halt.

Why was the manifesto restricted to the International union?

Because as I said they were contributing toward the support of the warfare against the manufacturers of Rochester. Any man or woman who did not further that strike was at liberty to remain with us and not one was discharged nor do we wish to discharge them.

Did your association take into account when it ordered the lockout of 1,500 employes in order to prevent the contribution of funds to the support of the strike that the fight would only be transferred from the city to the entire country and that 60,000 or 60,000 shoemakers would immediately become interested and take up the contest and contribute funds for its continuance, thereby rendering your action in issuing your manifesto a failure in one sense at least?

No, sir; it did not.

Should the strike be declared off as far as machinery is concerned and all questions of wages be decided satisfactorily would the manufacturers allow the return of all its old employes? asked Chairman Purcell.

I can not answer that, as I have no right to speak for the entire association, replied President Wheeler.

Have you received any communication from any persons relative to this difficulty since the trouble began? asked Lawyer Bacon.

Yes, sir. I received a visit from a committee of four or five on Monday last in relation to the matter. The committee asked that the strikes in the Fairport and Rochester factories of Mr. Cox be settled, that the present employes of Mr. Cox be discharged and that then the matter of machines would be satisfactorily settled. All we asked was that the strike be declared off and that we be allowed to use machines in our factories.

Will you tell me how the Cox strike can now be settled unless the former employes are re[instated] [inv]olved back at the factory? queried Lawyer Feely.

President Purcell explained that Mr. Wheeler had stated that the present employes could not be discharged as the employers were bound in honor to retain them in any case.

Then in asking the men to declare the Cox strike off the manufacturers are practically asking the old employes to go drown themselves? remarked Mr. Feely. It seems to me it is rather inconsistent to ask the old men to declare the strike off when Mr. Cox offers nothing at all in return.

President Wheeler then stepped down and the presentation of the employers' side of the case was announced as completed by Lawyer Bacon.

Secretary Sieverman of the shoe council was then recalled by Mr. Feely and questioned concerning the efforts made to settle the Cox strike. "We told Mr. Cox" said he, "that the Fairport matter would have to be settled first. Then we would take up the other differences in rotation. Thus we could see on just what subject we differed. We were anxious to discover just where we hitched. The matter of lasting machines was a secondary matter and we distinctly told Mr. Cox so. The Fairport trouble would have to be settled first. We could not settle the Rochester affair until after the Fairport affair was settled. Our conferences amounted to nothing."

Lawyer Feely then stated that his side had presented all the evidence it had to offer and was ready to rest.

"Well, gentlemen," said President Purcell, "the inquiry then comes to a close. The investigation has been an exhaustive one. The testimony has been very full and I believe all that can be learned has come out. The matter is an important one. Firstly, it is of great interest to the employes; secondly, it is equally important to the manufacturers; thirdly, it is of interest to the entire city of Rochester, which is affected by it. Our experience in investigations leads us to suggest that, while our duties as investigators are ended practically and we have made many verbal efforts for a settlement, we still think that some adjustment may yet be made and, therefore, we will adjourn to to-morrow morning at ten o'clock, when we will meet, not for further investigation, but to meet the counsel and see if a settlement cannot be brought about."

Then Mr. Feely and Mr. Bacon made brief addresses in which they complimented the board for the patient, thorough and impartial manner in which it had conducted the investigation, and returned the thanks of their respective clients for the courtesies shown.

The board then adjourned to this morning at ten o'clock, when a final effort will be made to effect a settlement of the strike and lockout.

Lockout at Naylor's Removed.

The locked-out employes of J. William Naylor will return to work this [morn]ing, Mr. Naylor having withdrawn the manifesto in his factory. At two o'clock yesterday afternoon Mr. Naylor held a conference with his men in relation to the trouble and the whole situation was gone over. As a result of the conference it was decided that the lockout should be declared off, that the men should return to work this morning, that they should be allowed to remain members of whatever unions they are connected with, and that Mr. Naylor should be permitted to introduce whatever machines he desired in his shop, the preference in operating the machines, however, to be given to the employes in the factory at the time the machines are introduced. About one hundred and twenty-five hands are employed in Mr. Naylor's factory. The union shoemakers of the city generally are greatly pleased at the agreement arrived at by Mr. Naylor and his men.

Secretary Frank A. Sieverman of the shoe council yesterday received this dispatch from Hon. Joseph Bauer, who is representing the Rochester branch of the American federation of labor at the national convention of the order at Detroit:

DETROIT, Mich., Dec. 10, 1890.

F. A. Sieverman, Rochester, N. Y.:

Appeal for aid has been passed favorably by convention.
JOSEPH BAUER.

The dispatch caused much elation among the shoemakers. To a HERALD reporter Secretary Sieverman said: "The action of the Detroit convention is most encouraging to us. It signifies that that body deems our cause a most just one and will give us all the aid possible in supporting it. The favorable action taken on our appeal for aid means that we will receive $70,000 a quarter or $280,000 a year from the federation of labor until the trouble is settled. Of course we are as anxious as ever to settle the matter speedily and shall make every effort to secure that end."

The Post-Express.

ROCHESTER, THURSDAY, DEC. 11.

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THE LABOR SITUATION.

The State Board of Mediation and Arbitration has collected testimony in regard to the shoe strike and lock-out in this city; but, according to its own interpretation of the law, it has no authority to give any opinion on the subject. It can submit the testimony to the legislature next year and the legislature will never read it or take any action on it.

As the president of the board is also president of a newspaper company controlled by a partner in one of the large shoe firms, and as the counsel for the shoemakers stood in a very peculiar relation to the manufacturers during the last great strike—it is just as well that the investigation in this instance is a sort of farce—an inquiry without a purpose to render judgment.

It has this good effect, however. It calls public attention to the existing difficulty, which, though not serious at present, threatens to be very serious in a few weeks, when the manufacturers will want to run their shops at full force and will have to bring in outside shoemakers to do their work. It is with a misgiving as to coming difficulty and danger, that we make the suggestion that some honest and generous effort should be made in good season to settle the controversy between manufacturers and workmen, regardless of the professional demagogue or the political arbitrator. We say this out of solicitude for the public welfare simply, for this paper has no special interest to serve in the matter, nor has it any selfish reason to fear the continuance of the controversy.

It seems to us that there are several points settled in public opinion and they might be taken for granted as a basis of negotiation.

One point is that the manufacturers were wrong, at least technically, in the position which they took in determining upon a lock-out. They had no right to attack their men because of a strike in a particular shop. No doubt, a great trade organization was responsible and that was a convenient way to get at it; but the employers forgot that, in theory, American workmen are independent and that one set of them must not be held responsible for the course of another. To be sure, the workmen, in practice, surrender themselves to the control of a central organization, which virtually decides a quarrel in any particular shop; but the employers should have been more careful about keeping up appearances and respecting rights which the community believes in, whether the so-called labor leaders live up to them or not.

The second point is that the manufacturers are substantially in the right in asserting that the introduction of new machines is an issue in the controversy. The workman are not openly against new machinery and probably not [illegible] against it; but

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Historic Scrapbooks Collection

[illegible] seem to have [illegible] would make the introduction of new machinery useless and unprofitable. If the contest lay between men and machines we should be for the men, first, last and all the time; but there is no antagonism. Machines are the servants of men; and wherever they are used they tend to lift men rather than to degrade them. They create new and higher employment; they multiply business; they cheapen the production of necessaries and luxuries; they increase wages. It is true that in a particular place and for a short time they may displace workmen; but they create a score of opportunities for industry and intelligence where they have destroyed one. Where are the workmen most miserable? Wherever man does all labor with his own hands. A woman drawing a plough in a field in Europe is regarded as a pitiable sight. Would it not be a blessing for all her class, if the horse could be yoked in her place? And would not the gain be still greater if a machine could be set to turn the furrow. Without machinery in one department or another the whole industry of shoe manufacture as carried on in Rochester would be impossible; and the thousands of workmen engaged in this controversy would have had some more primitive occupation.

The third point is that the individual workmen should draw a sharp distinction between loyalty to a labor organization and mere slavery to it. There is too strong a tendency to regard every trade union as a fighting organization and every controversy as a fight, in which reasoning is out of the question and the only thing to do is whip or get whipped. We believe in labor organization, and we would rather have a bad labor organization, badly led, than none at all; and considering the recent and happily futile attempt of a few corrupt rascals, misrepresenting labor organizations, to ruin this paper, that is saying a great deal. A good trade union benefits its members subjectively and objectively, and it ought to benefit business and the community. The difficulty with labor organization is that it has never yet hit upon a thoroughly good method. In the process of evolution one organization after another has been tried and breaks down. The tendency to centralization of authority which now prevails is full of danger. It compels men into quarrels for which they have no responsibility. It creates an official class who make agitation a profession. It brings employers into conflict with utter strangers and sometimes puts them at the mercy of men at work in rival establishments. It is full of temptations in the way of political ambition and vulgar bribery. Where a system is so complex and authority so grave, there is no security except in the choice of the best of men to manage. The leaders should be honest, discreet, conservative, and, above all, genuine workmen. This leads us up to the frank conclusion that most of the men in whose hands the labor interests of Rochester have been placed, are not men of this sort. Many of them have abused their powers in every way; and not a few of them are regarded by the business community as a positive [illegible] to its prosperity. They are not representative mechanics but cheap demagogues. There can be no guaranty of peace with such leadership. Workmen owe it to themselves and to the general public to choose better men to whom to entrust their industrial interests and their loyal obligation as a guild.

Dec. 11th /90
Union & Ad.

COURT HOUSE PROPERTY

RUMORED THAT THERE ARE PARTIES ANXIOUS TO PURCHASE.

Trustees Authorized to Receive Propositions—Business Transacted This Morning—Orleans Supervisors Visiting.

At this morning's session of the supervisors a ripple of excitement was caused by a resolution offered by Supervisor Fr[illegible] looking toward the sale of the Court House property. The preamble to the resolution stated that certain parties were anxious to purchase. The trustees of the Court House and Jail were authorized to receive any propositions which might be made and report the same to the board.

A number of reports presented during the few days past were adopted. A report was received from the Committee on Law and Local Legislation on the bill of Henry Fischer, who claims to be a game and fish protector, for $97. The committee expresses the opinion that the bill does not come under the provisions of the law, and therefore does not recommend the payment.

The bills of James Baird, Justice Coy and Constable Farnsworth were referred to the Committee on Town Contingencies.

Sup. Green offered a resolution authorizing the County Treasurer to place the total of $25,380.89, which is to the credit of several accounts, to the credit of the contingent fund. The largest amounts credited to any accounts are $15,187.91 from county clerk's fund, and $3,818.45 from fees on city tax rolls. A resolution [illegible] the county to pay [illegible] Illuminating Company was adopted. Recess to 2 o'clock.

A committee of three members of the Orleans county Board of Supervisors, with their janitor, [illegible] make arrangements [illegible] Orleans county prisoners at the penitentiary. They met Supt. Webster at the Court House and soon made satisfactory arrangements. Thereafter they were the guests of Sup. James H. Redman and were shown many of the sights of Rochester. They left for home Wednesday morning at 7 o'clock. Of course they were fatigued and perhaps somewhat bewildered by so much sight-seeing, but they were certainly placed on the right train, and it was thought they would reach home in good shape. The supervisors here were somewhat surprised this morning to receive a communication from the Orleans county board stating that the committee had not returned and asking if it would be best to send the sheriff down here to look them up. The supervisors here say in reply that the members of the committee behaved themselves very nicely and seemed to appreciate the courtesies extended. It is a large contract to endeavor to look Rochester over in one day and the visitors probably felt the need of a day's rest after their arduous labors. If they do not show up Monroe supervisors will undertake to trace them.

Rochesterians' Buffalo Investments.

Articles of association of the Buffalo Railway Company were filed with the Secretary of State at Albany yesterday. The company is formed for operating a street railroad with branches, in all about 116 miles in length, in the city of Buffalo, and is to continue for 999 years. The company is capitalized at $6,000,000, and has as directors for the first year: H. Sellers McKee of Pittsburg, Edward E. Denniston and Richard M. Clay of Philadelphia, C. C. Cuyler of New York, Henry M. Watson, Murray A. Verner, Samuel S. Spaulding of Buffalo, and Thomas D. Cuyler, John P. Illsley, C. F. Stevens, Stephen E. Haas, Charles A. Pearson and G. R. Nichols of Philadelphia.

The subscribers to the capital stock include the first seven named directors and Horace Magee, E. M. Clark of Philadelphia, S. Paton and Benjamin Graham of New York and Daniel O'Day of Buffalo, who each subscribe for 300 shares, and Arthur Luetchford and John N. Beckley of Rochester and J. S. Williams, Robert L. Fryer and George Urban, Jr., of Buffalo, who have each subscribed for 150 shares of the stock of the company.

Dec. 12th /90

ROCHESTER MORNING HERALD

THE CHARTER QUESTION.

It is unnecessary for us to say that the condition of the Rochester charter is a scandalous one. That fact has been notorious for some time.

Originally it was a good instrument as charters went when it was constructed. But this city has outgrown many of its provisions. It has been amended so often that some of our best informed citizens have lost track of it altogether.

It is currently reported and we believe it is true that there are but two complete copies of the charter embodying all the changes that have been made in it in the city. That is an outrageous and dangerous condition of affairs. The charter in its complete form should be accessible to all citizens and obtainable by those who are specially concerned in discussing the affairs of the city.

But so long as the patchwork business is continued it would seem useless to publish an edition of the charter.

A new movement for a revised charter is now under consideration. We hope it may meet with a better fate than its predecessors. There seems to be a general concurrence upon at least one or two features and if nothing more can be done in the direction of reform it is possible these improvements may be secured.

The suggestion, frequently advocated in the HERALD and again revived, that a state system of charters for municipalities, as nearly uniform as the differing conditions will admit, be provided affords the best solution of the problem of municipal government that we know of. Sentiment in favor of this plan is steadily augmenting and there is reason to believe the legislature that will meet next month would look upon a bill of the character referred to favorably.

COUNTER DEMANDS

EFFORTS TO SETTLE THE SHOE TROUBLE.

Bases of Adjustment Presented by the Employers, the Shoemakers and Patrick Cox—To Answer To-day.

There was scarcely the shadow of an expectation on the part of either the [illegible] manufacturers or the employes [illegible] tion would result in an adjustment of the existing trouble in the shops, and as a consequence the disappointment was not very deep when the meeting adjourned [illegible] board began its investigation. At the conference the shoe council, the manufacturers as a body and Patrick Cox individually, presented propositions containing bases of settlement, but they were radically opposed to each other in several important particulars—each party, in fact, reiterating its previous demands. In order to give the manufacturers and the employes each an opportunity to study the proposition of the other the board, after receiving and reading the documents, adjourned to ten o'clock this morning, when a final meeting will be held and the opposing parties will make their replies to the propositions. It is not at all likely that any agreement will be arrived at, however, as the propositions differ very materially.

The board convened at ten o'clock in the common council chamber and met the representatives of the employers and the employes, together with their counsel, but owing to the fact that the manufacturers' association was to meet at 11 o'clock to prepare the proposition of the employers, President Purcell adjourned the session to two o'clock.

The interested parties were late in presenting themselves at the afternoon session and it was half past two o'clock when President Purcell called the meeting to order. By that time the chamber was well filled with members of the various shoe unions, all attracted by a desire to hear what were considered to be the final propositions of the employers and the men.

"Mr. Feely, has your side anything to present in response to the suggestion of the board that propositions looking toward a settlement of the difficulty be prepared?" queried President Purcell.

"Mr. Chairman, I understand that the shoe council has a statement which it has drawn up, defining its position upon the question of the introduction of machinery in the shops, and also proposing a basis of settlement for the strike and lockout," replied Lawyer Feely.

Secretary Sieverman of the shoe council then started to read the statement, but paused to say that after he had read the portion relating to machinery he should like to have the manufacturers state whether or not it coincided with their views on that point.

President Wheeler of the manufacturers' association promptly objected to this plan. "We have gone over all the details of this trouble at great length," said he, "and I can see no need of discussing these propositions point by point. We have prepared our statement and will hand it in to your board as a whole, and I cannot see why the other side cannot do the same. It has been given out and claimed on the other side that this strike and lockout grew out of a reduction of wages. We have tried to disabuse this idea of our employes. If it is asserted that any member of our association has reduced wages we are ready to submit the matter to your board and abide by your decision. The trouble is caused by a principle, and is not arbitrable. It is the principle of using what machinery we wish in our business. The employes have the right of putting what value they wish on their services and have the privilege of accepting or refusing employment. Nothing can be gained by a further discussion of the case and we do not care to go over this proposition point by point."

"Very well," replied Secretary Sieverman, "I stand ready to read this document or hand it to the board."

President Purcell thereupon called for the statements of the shoe council, the manufacturers' association and Patrick Cox and they were handed to him. The proposition of the shoe council was first read. It follows in full:

ROCHESTER, N. Y., Dec. 11, 1890.

To the State Board of Mediation and Arbitration:

GENTLEMEN:—In view of the fact that this controversy between the Shoe Manufacturers' Association and the Boot and Shoe Workers' International Union, the question has been raised as to the right of the employer to introduce new machinery, and in view of the fact that the Boot and Shoe Workers' International Union has been and is persistently misrepresented or misunderstood, we take this opportunity to define our position with reference to this matter as clearly as our knowledge of the English language will permit:

First—The absolute right of the employer to introduce any new machine and operate the same in any manner that will insure the successful operation is acknowledged.

Second—That the employees directly affected or displaced by the introduction of such new machinery should have the first opportunity to operate the same.

Third—That as much be paid per pair, or day, as to enable the operator to earn as much per week as he formerly earned per week, by the hand method.

The Manufacturers' Association locked out their employees who hold membership in the Boot and Shoe Workers International Union, and those who rendered their financial aid in the P. Cox strike, and gave as a reason for so doing, that that which is known as the "lasters' demand," was a strike against labor saving machinery. This action on their part was, in our opinion, based upon a misunderstanding of the question involved. It has always been our firm conviction that the strike was one for wages, pure and simple.

We think, however, that our construction of the lasters' demand will be acceptable. It is not our intention to suggest or dictate to your Board what construction should be placed upon the lasters' demand. But we drafted this demand, and we know what was intended should be enforced. Our only desire was to insure to ourselves as much pay per week as we would formerly make by the hand method. It was our intention to remain strictly within the limits of the conditions set forth in clause No. 1, 2 and 3.

What is wanted by your board, as we understand it, is, on what conditions will the Cox strike be declared off.

These are as follows:

First—That the lockout be declared off, and all old employees be reinstated in their former positions, and the factories be placed in the same condition with regard to employees as before December 1, 1890.

Second—That the price list submitted by the Fairport employees to Mr. Cox be paid; all old [illegible] P. Cox Rochester factory be reinstated. The factory to be placed in the same condition as before the strike. Then all questions at issue in Rochester at the said factory to be submitted to disinterested parties, they to be chosen in a manner mutually agreed upon. The decision of these parties to be final and binding upon all parties to this controversy.

FRANK A. SIEVERMAN,
JOHN C. MULRYAN,
PATRICK MCCULLEN,
Committee of the Rochester Shoe Council.

The proposition of the manufacturers' association was shorter than that of the men, but it was long enough to contain several features radically opposed to the proposition of the men. It is as follows:

To the State Board of Mediation and Arbitration, Rochester, N. Y.:

GENTLEMEN—In answer to the question of your honorable president propounded to Mr. Wheeler on his examination before your board on the 10th instant, we are instructed by the Shoe Manufacturers' Association to submit the following proposition:

As manufacturers we claim: First, the right to introduce any machinery we deem desirable and to employ any help to operate the same in such manner as we may elect, either by the day, week or piece.

Second—That all parties now employed or engaged shall be retained, and that no distinction be made on either side between union and non-union men.

The foregoing condition being conceded by our employees we are willing to submit the question of wages and all other matters of difference now under consideration to your honorable board as arbitrators and abide by your decision, providing this proposition is accepted by our employees.

A. H. WHEELER,
D. W. HOUGH,
W. T. FONDA,
Committee.

The proposition of Patrick Cox was next read. It follows:

ROCHESTER, Dec. 11, 1890.

To the Honorable the State Board of Mediation and Arbitration:

GENTLEMEN: I have the honor to advise that if the proposition this day submitted to you by the Shoe Manufacturers' Association for the adjustment of the troubles now existing shall be accepted by their former employees, the P. Cox Shoe Manufacturing Company on its part will gladly submit to you for consideration and arbitration any questions in regard to the wages to be paid by that company to its employees. It is proper at the same time to call your attention to the effect that upon the late hearing before you, no evidence upon the subject of wages was offered on behalf of the company, that question not being regarded as within the scope of your inquiry; and that it will be necessary, in case of such submission, to furnish you with further proofs for the purpose of any action you may take.

The submission now proposed includes any question of wages to be paid at the Fairport factory, as well as here. I am,

Very respectfully yours,
PATRICK COX.

When the reading of the propositions had been finished, Lawyer Feely stated that the committee of the shoe council was not authorized to take any action on the proposition of the manufacturers, which was entirely new to them, and asked that the board adjourn until to-day in order to give the council time to study the offer and decide upon its course.

President Wheeler said that he did not know what action, if any, the manufacturers' association might take in the proposition of the men.

In accordance with Lawyer Feely's request President Purcell adjourned the meeting to ten o'clock this morning, when the final replies to the propositions will be made. Commissioner Donovan will not be present at to-day's session, having been called last evening to investigate a labor difficulty elsewhere.

Secretary Skeffington Coming.

A Detroit despatch says: "President Gompers has already consented to give the Rochester difficulty his attention and that of the executive council immediately on adjournment of the convention or as soon thereafter as possible. The executive council, accompanied by Secretary Skeffington, will call upon the Rochester manufacturers and endeavor to effect a settlement. No demand has been made upon the convention for an extension of the boycott on P. Cox shoes. There was some hesitation about doing anything which would result in injury to Rochester trade yet. If the matter is not amicably settled the executive council will have power to make the boycott general and possibly will put a permanent boycott on Cox's shoes."

At last evening's meeting of the Rochester trades assembly these resolutions were adopted:

Resolved, That it is the sense of this assembly that the late investigation by the state board of mediation and arbitration into the P. Cox & Co. strike has developed to our entire satisfaction that the demands of the strikers in Fairport and Rochester shoe factories are fair and deserve the moral and financial support of all labor unions.

Resolved, That the action of the 20 shoe manufacturers of this city in locking out their employes to prevent them lending financial aid to their striking brothers is a criminal conspiracy and this assembly will aid in a legal action against them.

Resolved, That this assembly hold a ball for the benefit of the shoemakers at an early date and that a committee be appointed to arrange for the same.

The fact that the men in Naylor's factory adopted resolutions indorsing the actions of the shoe council in the Cox strike has led to the erroneous impression that the lockout had been in force in that shop. The employes have sent this communication to the HERALD:

There never was a lockout at the factory of J. William Naylor. We, the employes, are working and we have the personal guaranty of Mr. Naylor that he does not intend to lock us out. It has always been, and is still, the understanding in this factory that both employes and employer have the right to belong to any lawful organization they may wish.

COMMITTEE.

D & C

Democrat and Chronicle.

Entered at the Post-Office at Rochester, N. Y., as Second Class Mail Matter.

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PEACEMAKERS TO THE FRONT.

Now that the farce of official meditation and arbitration is concluded, it is earnestly to be hoped that some practical measures will be adopted for reconciling the differences between the shoe manufacturers and their employes. Both parties to the controversy can well afford to make concessions and in view of threatening dangers avoid any display of pride or obstinacy which retards an amicable adjustment of affairs. If the fight is prolonged, bitter experience has taught the people what they may expect when the busy season commences and the shops are filled with workmen from other localities. Undoubtedly violence will be officially deprecated but as a rule official proclamations of this nature carry little weight when in the heat of labor troubles one side is losing money and the other is suffering for the necessities of life.

It is folly to disguise the truth. The situation has become grave and persistence in the present policy must inevitably lead to complications which will result disastrously to public and private interests. It is not an irrepressible conflict. From the various antagonisms and contradictory statements a course of action can be devised which will give exact justice, and all concerned should feel moved to exert their influence in promoting harmony.

If the mayor of the city, or the Chamber of Commerce or any other body can act as a neighbor peacemaker in the crisis the thanks of the community will be well deserved.

What the Mayor Thinks.

The committee of the Chamber of Commerce, consisting of President Ross, E. R. Andrews and W. C. Barry, appointed to wait upon Mayor Carroll with reference to the prosecution of members of the Board of Education, expects to pay His Honor a visit this morning. "While I don't want to prosecute anyone," said Mayor Carroll yesterday, "if there has been wrong-doing, I am in for punishing them. However, I don't see why two members are gingled out for prosecution, since, if any of them are guilty, the number, according to the evidence, is hardly limited to two."

Monday morning at 11 o'clock.

D&C Dec 13/90

Professor Fairchild Will Lecture.

Professor H. L. Fairchild of the University of Rochester will deliver a lecture before the Chamber of Commerce Friday evening of next week. His subject will be the "Geology of Natural Gas in Relation to Rochester."

N. O. Picayune
0, 1890. Dec 10 1890

mitted by the Philadelphia Board of Trade. It reads:

Resolved, That the National Board of Trade recommends the immediate passage of the TORREY BANKRUPT BILL by the Senate.

Mr. Janney made an elaborate statistical argument in support of the resolution and of the bill itself.

The measure was advocated by Messrs. Tucker, Philadelphia; Smith, New York; Farley, Boston; Stanard, St. Louis; Madgeburg, Milwaukee; Pope, Chicago, and Waddill, Helena, and was opposed by Messrs. Gano, Cincinnati; Gordon, Indianapolis; Putnam, Kansas; Goodrich, Milwaukee, and Roby, Rochester.

Mr. Roby's speech was the hit of the evening and provoked prolonged applause. The Rochester Chamber of Commerce, which he represents, favors the measure, while his own convictions are opposed to it, and his endeavors to reconcile the two conflicting interests caused much amusement.

Finally a vote was taken and the resolution defeated—yeas, 24; nays, 14—not the necessary two-thirds.

The board then adjourned to 10 o'clock this morning.

Herald Dec 13th /90

ROCHESTER MORNI[NG HERALD]

STILL AT VARIANCE

SHOE TROUBLE NOT YET ADJUSTED.

Both Sides Present Papers Reiterating Their Previous Demands—Mr. Cox's Present Employes Prevent a Settlement.

The state board of mediation and arbitration held a final session in the common council chamber yesterday morning to receive the replies of the manufacturers and the employes to the propositions of settlement made on each side on the previous day. D. C. Feely and Secretary Sieverman, John C. Mulryan and P. McCullen of the shoe council represented the men, and President Wheeler, Patrick Cox and E. T. Curtis appeared in the interests of the employers. Although there was but faint anticipation of a settlement being reached, a large number of shoe operatives were present from a desire to learn the precise nature of the opposing replies.

These answers were practically what had been foreshadowed by the statements of the opposing sides on the previous day. The question of the reinstatement of the men employed in the Cox factory previous to the strike was the one point of contention, and on this both sides remained firm, each reiterating the stand taken in its basis of settlement. The statement of the shoe council was as follows:

ROCHESTER, N. Y., Dec. 12, 1890.

To the State Board of Mediation and Arbitration:

GENTLEMEN—In answer to the proposition made to your honorable board by the Shoe Manufacturers' association and by Patrick Cox, we are instructed by the shoe council to submit the following:

First—Their proposition with reference to the introduction of new machinery is substantially the same as set forth in our proposition of December 11th.

Second—To their proposition to retain all employes now engaged or employed we answer by respectfully referring your honorable board to the provision contained in our proposition of December 11th, covering the same points.

FRANK A. SIEVERMAN,
JOHN C. MULRYAN,
PATRICK MCCULLEN,
Committee of Rochester Shoe Council.

The statement of the manufacturers was equally as explicit. It was as follows:

A careful perusal of both the propositions presented to your honorable body yesterday, must, we think, convince you, as it has us, that practically the only difference which cannot be amicably settled is the one as to whether the men who have accepted employment under guarantee of protection from our association shall be discharged, and the former employes of the P. Cox shoe manufacturing company who voluntarily gave up their positions, some six months ago to be put in their places.

As this is a question which we can neither yield nor submit to arbitration we do not see how we can in any way amend our proposition as submitted.

We only consented to submit that proposition in order to refute the charge, so persistently circulated, that this association was sustaining the P. Cox shoe manufacturing company in an effort to reduce the wages of their employes.

Very respectfully yours,
SHOE MANUFACTURERS' ASSOCIATION.

As a statement of his position on the question Patrick Cox simply handed up a copy of this notice which he had issued to his new employes about four months ago, after the strike had taken effect:

To our employes:

Outside parties are busy spreading reports for the purpose of creating a feeling of uneasiness and discontent in the minds of our present employes and we are quite certain that there are other parties within the factory paid for doing the same. We will be grateful to any of you who will give information that will enable us to know who the latter are. We again renew our pledge that no settlement will be made with our late workmen that will in any way affect your present relations with us.

Respectfully,
THE P. COX SHOE M'F'G. CO.

When all these documents had been read the board held a consultation with President Wheeler and Mr. Feely, after which Chairman Purcell said:

"While we are obliged to admit that a settlement has not been reached, at the same time we are not without hope that an adjustment of the difficulty may be obtained. All the points of dispute have been brushed away except the sole one of the employment of Mr. Cox's late employes in his factory. We earnestly recommend that both sides name conference committees to make a final effort to settle the difficulty."

The board then adjourned.

As soon as the session had come to a close the committee of the shoe council expressed its willingness to meet a committee of the manufacturers, in accordance with the suggestion of President Purcell. President Wheeler was asked whether or not a committee of employers would meet the men and replied that he did not know, but would inform the shoe council committee at five o'clock. At three o'clock the manufacturers held a meeting at the chamber of commerce and were in session until after five. At this meeting the matter was considered and President Wheeler was authorized to present the association's views to the employes' committee. He met the committee at half past five o'clock and informed the members that the association could only reiterate its former proposition for a settlement. The shoe council committee was given a paper setting forth the association's views and this was later read to the members of the council.

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... Secretary ... of the Shoe ... council made the following statement to a HERALD reporter last evening concerning the matter: "The whole trouble is the result of a misunderstanding, growing out of the lasters' demands on Mr. Cox; we admit that and so do the employers. The manufacturers have pledged themselves not to dissolve the lockout until the strike at Cox's factory is declared off and of course they cannot recede from that position without dishonor. We, on the other hand, have pledged the strikers not to declare the strike off until they are reinstated, and so we too are bound in honor. Mr. Cox has pledged his present employes that he will not discharge them in order to make room for the striking men. There the matter stands. I may say, however, that a leading manufacturer told me that had the association been in possession of all the facts brought out in the evidence offered at the recent investigation the lockout would not have been ordered."

This dispatch was sent to Hon. Joseph Bauer, the representative of the Rochester Trades assembly in the convention of the American federation of labor at Detroit:

ROCHESTER, Dec. 12, 1890.

Hon. Joseph Bauer, Griswold House, Detroit, Michigan:

Announce to the convention that J. William Naylor has settled with his men and none but members of the Boot and Shoe Workers' international union are employed.

FRANK A. SIEVERMAN,
Rochester shoe council.

Post Express Dec 13.

POISON IN THE AIR

SMOKE FROM A CITY'S FIRES DELETERIOUS TO HEALTH.

How to Get Perfect Combustion In the Use of Soft Coal—Producer-Gas the Ultimate Solution—Half-way Appliances of the Present Day.

Paper read before the Chamber of Commerce, Dec. 8, 1890, by Charles E. Rider, M. D.

As is well known, the consumption of bituminous coal is rapidly increasing in this city. Fifteen years ago, excluding that burned by the railroads within the city limits, only about 15,000 tons a year were burned, while this year about 75,000 tons will be consumed. This is an increase of 400 per cent. in fifteen years. And latterly this increase seems to be more rapid still. The furnaces of the new Electric railway station on Center street will burn about 10,000 tons each year, and in various parts of the city new enterprises are inaugurated and new chimneys built that will soon pour out volumes of smoke to pollute the air and cloud the sky.

It is also well known that a society has been recently formed under the name of "The Anti-Bituminous Coal Smoke association," and for the purpose of abating the inconvenience, or, as most people call it, the nuisance. And here I take occasion to criticise the name adopted by this society. In England such an institution has long been in existence for the purpose of smoke abatement, and this would seem to be a more appropriate title, since then it would include the smoke made by burning wood, which is nearly as black as that from soft coal.

Four years ago an ordinance was passed by the Common Council making it a penal offence "to carry on within the city of Rochester any business or manufactory of such a character or in such a manner as shall produce or cause such dense smoke as to be a nuisance," etc. Now, when I set out upon this study some months ago I believed, as I still believe, that the introduction of cheap coal into Rochester has had much to do with the great prosperity of the city in recent years. But I believed that there was no means of preventing the smoking of soft coal chimneys without entailing an expense upon the manufacturer greater than the damage done by the soot. But soon I came to see that it is, or soon will be, feasible to prevent the smoke, and in such a way that the consumer shall gain thereby. How this can be done I shall try to show you later on.

The word smoke is generally understood to include only the visible carbon seen issuing from the chimney. What these people object to, then, is the soot alone.

Is there anything injurious to health therein? I think not; at least directly. A certain depression of spirits may come from the murky atmosphere, and the diminution of light may not be conducive to the most vigorous development and health. Still the effect of the carbon alone is too slight to be worthy of serious consideration. But there are other things that come out of the chimney that are of great importance to our health, perhaps not in our city, but certainly in such cities as London where enormous quantities of such compounds are evolved. I refer to the products of combustion in the form of carbonic oxide, carbonic acid, and sulphurous acid. These are the agents which are deleterious to health, and of these the Anti-Bituminous Coal-Smoke association seems to take no account. These products come from the burning of soft coal, hard coal, and coke in nearly equal degree. The most deleterious of these three is the sulphurous acid, and since all coals contain sulphur in not widely varying proportions, we can avoid the production of sulphurous acid in no other way than by ceasing to burn coal of every kind.

Of course the carbonic oxide can be materially reduced, since this compound is the result of imperfect combustion. Burn the fuel thoroughly and you have no carbonic oxide but carbonic acid instead. But there is no known way in which the sulphur can be eliminated except by turning the coal to gas and separating the sulphur by the process used in the manufacture of illuminating gas. But this process is too expensive to be used in the case of fuel gas.

In this connection, of interest is the following extract from the Encyclopaedia

[illegible] "In 1306, when [illegible] exceed 50,000, the citizens of London petitioned Edward I. to prohibit the use of sea coal, and he passed a law making it a capital offence to burn it. John Evelyn, in *Fumifugium*, [illegible] that on account of the [illegible] smoke the gardens [illegible] instances various cases in which the smoke had been prejudicial to health, but the influence of smoke in increasing fogs and intensifying their evils seems not to have been appreciable. The smoke-producing area has since then increased from about three square miles to over 100 square miles, and the average daily consumption of coal in domestic fireplaces has amounted to about 27,000 tons, or in the winter probably to 40,000 tons, which in certain states of the atmosphere produces a cloud of smoke resting for days over the central districts of the town, and shutting out the sun, even when it does not descend in foggy weather as a thick, impenetrable, and partly poisonous mass of darkness. During the fogs of 1879-80 asthma increased 220 per cent and bronchitis 331 per cent. and in the week ending February 18, 1882, the death rate, owing to the dense fogs, rose from 27.1 in the previous week to 35.3, diseases of the respiratory organs rising to 994, the corrected weekly average of this class of diseases being 430."

But most of the smoke of London comes from domestic fireplaces, not from factories. The smoke from the hydro-carbons varies inversely with the perfection of the combustion, and the combustion in the open fireplace is much less perfect than in the boiler furnace. Even in the latter only two thirds of the theoretical value of the fuel is saved, as we shall see later. Another writer in the Encyclopaedia Britannica says, speaking of fogs in London:

"It is often stated that these fogs are caused by the soot that blackens them; but this is an error. The combustion of coal is certainly responsible for their existence, but it is the sulphur of the coal and not the carbon that is the active agent, and so long as coal is burned at all this manufacture of sulphuric acid and of fogs must continue; it is not to be got rid of by improved methods of combustion, though the character of the fogs may be materially altered for the better. The evil effects of town air on plant life and human lungs, also often attributed to preventable smoke, are in like manner due to this non-preventable sulphuric acid."

Having shown that it is impossible to avoid the health-destroying products of the burning of coal, be it anthracite or bituminous, it remains to be seen whether we can continue to burn sea coal and still avoid the smoke, doing this at the same time without increased expense. Analyses of the various coals in common use show that they consist principally of carbon, hydrogen, oxygen, sulphur, and incombustible ash in varying proportions. Bituminous coal contains about 5 per cent. of hydrogen, while anthracite contains very little, and coke almost none. Comparing these percentages we find that those fuels which contain 5 per cent. and over of hydrogen are smoky fuels, and that those which contain no hydrogen or but little of it are smokeless. Indeed it would not be far from the truth if we generalized and said that fuels are smoke-producing directly in proportion to the quantity of hydrogen which they contain. This is an apparent contradiction, since, as is well known, hydrogen, on burning, produces no smoke, but only water. The apparent contradiction is explained by the fact that the hydrogen is not free, but exists in combination with carbon—in the form of compounds called the hydro-carbons. Carbon alone burns also without smoke while its compounds with hydrogen produce the densest smoke. The combustion of carbon produces only carbonic oxide and carbonic acid. It is impossible to get smoke from the burning of pure charcoal or pure coke.

In order to understand this let us see what happens when we throw a mass of fresh bituminous coal upon a bed of incandescent coke lying on the furnace grates. At first the coal is partly melted—becomes a plastic, viscous mass. Soon dense fumes arise, filling the combustion chamber. These fumes consist of the volatile hydro-carbons, mixed with hydrogen and minute particles of carbon, the result of the breaking up of the compounds by the intense heat of the incandescent coke. Now if the air be admitted, these fumes ignite and burn with a flame more or less intense. But the affinity of oxygen for hydrogen is much greater than its affinity for carbon. Hence the hydrogen is satisfied first, and if there is not enough of oxygen left in the admitted air, the carbon is drawn up the chimney unconsumed; that is, in the form of soot. The same result occurs in case the air, though sufficient in quantity, be not thoroughly mixed with the fumes—or, in case the air be admitted in such a way as to cool the fumes down to the point below which combustion is impossible—or, in case the mixture of gases come in contact with cold objects before the combustion is complete. Regarding the quantity of air to be admitted, it must be remembered that theoretically the volume of air must be to the volume of gas as ten to one. Practically the ratio must be greater still by reason of the difficulty of thorough mixture.

Now, after this great volume of gases has been driven off the flame seen above the bed of coke becomes very thin, and almost invisible. This flame is incandescent sulphurous acid and carbonic acid. Its volume is small—consequently the quantity of air required to feed the flame is relatively small.

Now, in order to get perfect combustion in the use of soft coal what are the requirements? They are these:

1. A sufficient quantity of air coming up through the coke upon the grate.
2. Just the right quantity of air admitted above the grate. This quantity must be variable to correspond with the varying production of combustible gases.
3. Thorough admixture of combustible gases and air.
4. The maintenance of a temperature of at least 800 degrees until the combustion is complete.

Now it must be apparent to every disinterested man that no ordinary furnace an-

[illegible] thousands of failures have been the results. The first patent was taken out by James Watt, the inventor of the steam engine. This was in 1785. The last patent was probably taken out on last Tuesday, this being the most recent day [illegible] chances are strong that one was issued then. Before we come to the truly scientific and radical method of preventing smoke by effecting perfect combustion, it will be instructive to note some of the half-way appliances that encumber the patent offices. They may be classified as follows:

1. Those admitting cold air above the grate.
2. Those that admit hot air above the grate.
3. Those that aim at burning the smoke by passing it over or through incandescent coke.
4. Those that introduce steam and air into the combustion chamber.
5. Mechanical stokers which spread the coal uniformly and continuously and automatically over the grate.
6. Apparatus for burning the fuel after reduction to powder.
7. Impracticable devices without any basis of science.

There are scores of devices under each class, but we must content ourselves by studying the general principle of each.

Class 1. About 1840 an Englishman named Parkes patented an invention called the split bridge. This was varied somewhat by an engineer named Williams. The device was tested by a committee of experts at Newcastle-on-Tyne in 1858. At the same time they tested several other devices, but awarded a prize of £500 to Mr. Williams.

The following are extracts from the report:

"These results show a large increase above the standard in every respect. No particular attention was required from the stoker; in fact, in this respect, the system leaves nothing to desire, and the actual labor is even less than that of the ordinary mode of firing. It is applicable to all descriptions of marine boilers, and its extreme simplicity is a great point in its favor. It complies with all the prescribed conditions."

When I came upon this report my first impulse was to say Eureka; but then it occurred to me that perhaps the British eye, by reason of its long deprivation of light, was not anywhere near so sensitive as that of the Anti-Bituminous-Coal Smoke association, and further consideration convinced me of the correctness of my surmise. I have seen scores of discrepancies lately between testimonials and chimney tops. Mr. Williams's device is excellent, so far as it goes, and something like it should be adopted at once until the utility of a more radical method can be demonstrated by more extended application. Its radical defects are these; (1) The door of the furnace must be opened on firing. This admits an influx of cold air which chills the boiler and cools down the fire. (2) It is attempted to burn the gases in contact with the boiler, a feat which has been shown to be impossible. (3) There is no provision for variation of quantity of air admitted in correspondence with the variation in the volume of the gases envolved in the different stages of the consumption of a charge of coal; it having been shown that twice as much air is required during the first stage as during the second, the first stage ending with the complete distillation of the hydro carbons.

Class II. Many illustrations of this class can be seen in this city. They vary in no essential particular from that above described except that the air admitted above the grate is more or less heated. They exhibit nearly all of the theoretical defects noted above. As to their effectiveness read the testimonials and then look at the chimneys.

Class III. An example of this class in one of its protean forms can also be seen in this city. The engineer who claims to have invented it says that it does not smoke. It has all of the defects aforesaid, and some others.

Class IV. At least one illustration of this class can be seen in operation here. It is simple and has some value but does not answer the requirements.

Class V. These are applicable only where power is at hand. They are wanting in two of the defects mentioned above—i. e., the furnace door is never opened and the volume of gases generated is uniform. The combination of this with one or the preceding plans must be quite effective. This devise can also be seen at work in Rochester.

Class VI. In these devices the pulverized fuel is injected into a combustion chamber together with the requisite quantity of atmospheric air. I think this device has never passed the experimental stage. It resembles the well-known Tilghman sand-blast. Its range of applicability must be very limited at best, for many reasons.

Class VII. Of these I will mention only one. A local inventor proposes to collect the gasses from the smoking chimney and to convey them into a condensing chamber where the soot shall settle or be disposed of in some way. A writer in an engineering journal in India would go further and connect all the chimneys within a certain district, by one common main. Through this main the gasses would be drawn to some remote place where the carbon would be collected, and compressed for fuel again. The theoretical and practical absurdities of these schemes are too obvious to merit mention.

Thus it is seen that the requirements for the perfect combustion of coal are answered by no one of the devices described. And I will go further and assert that it is practically impossible to burn both the volatile and the fixed constituents of bituminous coal upon the same grate. What then is the solution of the problem? It is this: Turn all your fuel into gas and burn the gas in a combustion chamber not in contact with the boiler.

The means by which this can be effected is explained in the following extract from a book entitled "Fuel," and edited by E. K. Clark, an English engineer:

[illegible] heating them in retorts or close vessels, without the intervention of air. This treatment is only applicable to such fuels as contain hydro-carbonaceous compounds susceptible of being volatilized by heat—such as yield gases better adapted for lighting than for heating; and it may be passed over without further comment. The second method differs radically from the first, since every portion of combustible, whether volatilisable or not, is converted into gaseous matter, with the exception of the ash. The portion of the fuel next to the grate, deprived of its volatile elements, and in immediate contact with air, is converted into carbonic acid. Passing upwards through the fuel, this gas, taking up an additional equivalent of carbon, is converted into carbonic oxide; whilst from the upper portions of the fuel, the volatile hydro-carbons and other gases are driven off by distillation. The result is a gaseous mixture, consisting mainly of carbonic oxide, hydro-carbon, and nitrogen, which, by a due administration of air at the required point, is consumed, and results in the usual products of combustion; carbonic acid, steam, and nitrogen, which are passed off into the chimney.

"The functions of gas-furnaces are, then, to distil and volatilise the fuel into carbonic oxide and hydro-carbon gases, in the gazogene; to conduct the gaseous mixture into a combustion chamber—the spot where it is required to develop the heat; and then to mingle with it the proper proportion of atmospheric air required for effecting its complete combustion. The combustible and the air are in the same physical condition—gaseous; so that they may be intimately mixed in suitable proportions and with but a slight excess of air. Herein is an important source of economy of fuel in the gas-furnace; with the regularity and consistency of the supply of combustible, there is great facility for measuring with exactitude the necessary quantity of air, and for regulating its admission with precision."

The gas producer (French *gazogene*) is an inexpensive structure, and can be easily added to most stationery boilers. Full description can be found in the mechanical dictionaries and cyclopaedias, making it useless for me to give it here. Besides there are several responsible engineering firms in this country who make a specialty of making furnaces of this kind. The whole apparatus can be used without conflict with any patent rights. And the same is true of all of the devices mentioned above. The essential features are common property. Only unessential modifications are covered by claims that are narrow and generally of doubtful utility.

One great advantage of producer-gas fuel is the facility with which all kinds of combustibles can be turned to use. And all can be converted in the same furnace: coal, sawdust and shavings, all waste materials from factories, even garbage only partly dried, can safely be turned to account. In Sweden iron is melted by the gases made from green sawdust.

That producer gas is the ultimate solution I do not assert. But that it is gas of some kind I have no doubt. It may be low grade like that of the producer, or it may be rich retort gas, the coke being put to account in some other way. The gas may be burned crude as described above, or it may be deprived of its water, sulphur, tar, etc. It may be generated at some central establishment and distributed to the consumer, or it may be generated where used. All of these plans will be carefully studied and adapted to the various conditions. The time is surely coming when the world will agree with Professor Masson, that the present methods of burning coal are "barbarous."

The following extract is from a paper read by W. J. Taylor before the American Institute of Mining Engineers in February last:

"In Europe producer-gas has been applied much more generally than in this country. In the heating furnaces of our iron mills we have become thoroughly familiar with its use, but there is hardly any other industry in which it is used extensively.

"But manufacturers are having their attention called to the advantages of this fuel, and in a few years glass furnaces, brick, pottery and terra-cotta kilns, lime and cement kilns, sugar house char kilns, silver chlorination furnaces, etc., etc., will be fired with producer gas at a great economy over the present wasteful direct methods.

"Enough has already been done in practice to show conclusively that this gas, made in a good producer and applied with a proper attention to the laws governing combustion, will give results that are in most cases far more satisfactory, convenient, and economical than fuel burned direct."

Herald Dec. 16th /90

CONESUS LAKE.

WATER SUPPLY REPORT BY MR. KUICHLING.

The Chief Engineer Recommends Conesus as Being Cheaper Than Hemlock — Lake Ontario Estimates—Interesting Figures.

A long meeting of the joint water supply committee of the common council and chamber of commerce was held last evening in the city clerk's office. Aldermen Cleveland, McMillan and Kelly, William H. Coraline and Clinton Rogers of the chamber of commerce, Chief Engineer Kuichling and City Attorney Ernst were in attendance.

It was decided to report to the common council this evening and to include Chief Engineer Kuichling's re-

[illegible] of the [illegible] Hemlock outlets have thus far failed to agree with the city's representatives on a price for their water rights. The number includes William Hamilton and H. E. Boardman, owners of two of the largest mills at Honeoye Falls. The committee will ask the council to favor the passage of an enabling act which shall not specify the source of the supply, but shall simply provide for issuing bonds.

Chief Engineer Kuichling submitted a lengthy report to the committee, giving estimates of cost of obtaining an additional supply of 15,000,000 gallons of water from Hemlock and Canadice lakes, Conesus Lake, and Lake Ontario. The estimates include a new distributing reservoir on Cobb's hill twenty feet higher than the present Mt. Hope reservoir together with a connection to the Mt. Hope reservoir. In each case a thirty-six-inch cast-iron pipe is selected for the conduits. The estimates are as follows:

Hemlock Lake	$1,975,000
Conesus Lake	1,800,000
Lake Ontario (construction cost)	1,450,000
Lake Ontario (capitalization of expenses at 4 per cent	3,000,000
Relative cost Lake Ontario scheme	$4,450,000

The committee decided to reject the Ontario scheme without further consideration. Owing to the advantages presented by the Conesus project they decided to recommend to the Common Council to apply to the Legislature for an act giving the city authority to take its additional supply from that source. As the city by the original water works act of 1872 already has the authority to take an unrestricted supply from Hemlock and Canadice lakes the passage of a new act will thus allow both of these sources to be considered and thoroughly discussed before definite conclusions as to which shall be selected are reached.

The committee will also recommend to the Common Council to apply to the Legislature for the passage of an act enabling the city to bond itself for a sum not less than $2,000,000, so that either the Conesus or Hemlock and Canadice projects may be taken as may thereafter be decided.

With regard to the quality of the Conesus lake water Mr. Keuchling said in his report "There seems to be little choice between the waters of any of the three sources mentioned, and if either were distributed in the city mains it is extremely doubtful whether any appreciable difference would be detected provided that the intakes were favorably located."

With regard to the quantity available he estimates that the Conesus lake water shed will yield, in years of average rain fall, about 33,800,000 gallons per day without reference to any storage, whereas in a year of minimum rain fall not more than about 28,500,000 gallons per day must be available, including a proper proportion of the total storage capacity.

From the combined water sheds of Canadice and Hemlock lakes, on the other hand, an average of about 34,500,000 gallons per day will probably be yielded, without reference to any storage, while in a year of minimum rain fall, the available average daily flow will fall to about 22,500,000 gallons per day, including storage.

Inasmuch as the years of minimum rainfall occur only at long intervals, Mr. Kuichling is of the opinion that a new conduit to either of the two sources named may advantageously have a somewhat larger capacity than the minimum quantities above stated. But just how much larger such capacity should be from the most economical standpoint he is unprepared to state since, long and tedious calculations are involved. It should be borne in mind that from the Hemlock and Canadice lakes only the difference between the above figures and the present capacity is available, whereas from Conesus lake virtually the whole amount stated can be obtained as the quantity required by the villages of Avon and Geneseo is relatively unimportant.

From rough computations it is probable that a capacity of about 18,000,000 gallons per day will be recommended for the new conduit, if the Hemlock and Canadice lakes are selected.

It may also be mentioned that a four foot pipe from Conesus lake will deliver about 28,000,000 gallons per day after ample allowance is made for future deterioration therein. But it is a question with the committee whether it will be expedient to incur the increased cost of so large a conduit at the present time. The four-foot pipe would practically exhaust the resources of Conesus lake whereas if a smaller pipe were laid now it would become necessary to duplicate it in the future in order to exhaust the capacity of the lake and the expense of the two small conduits would be considerably greater than that of the large one.

Following is a list of the various water privileges and their present owners on Honeoye creek and Hemlock outlet, beginning at the Genesee river for which options have been secured:

H. L. S. Hall	$8,600
John Duffy	1,000
Hunt Brothers	11,600
Pierce Brothers	3,500
Yorks' Brothers	8,500
John Ideson, (two rights)	3,100
Charles H. Fairchild	7,000
Edwin E. Bond	4,000
Amos Lotes	8,500
Eunice A. Lloyd	850
W. P. Davis	1,250
James A. Stillman	700
Ira P. Hobb	750
Alonzo W. Townsend (two rights)	1,500
Myron Barton	2,700
Total	$60,050

The committee has been unable to reach an agreement with the following owners of race privileges on the above mentioned streams: Mr. Cook, Henry Boardman, William Hamilton, the heirs of Cora Thumer, A. C. Smith, Henry Kuhn and S. T. Short. The exact amount of the demands can not be given as negotiations are still pending.

On the Canadice outlet there are five owners of water privileges, viz: Northam Mather, W. A. Wadsworth, D. S. Beam, Cynthia Adams and John Scott. Fair settle-

[illegible] this number can probably be reached, but the others either ask prices which the committee deem altogether too large or decline to name definite sums. Inasmuch as the water from Canadice Lake will probably not be required for at least ten years, the committee is inclined to recommend that immediate action towards a settlement with the Canadice outlet owners be taken, and that if in the future no equitable adjustment can be reached condemnation proceedings shall be instituted. The same recommendation will probably be made in the care of the owners of the Hemlock Lake outlet who hold out for sums claimed by the committee to be too large, inasmuch as the city still has the right to draw 2,000,000 gallons more water than the present conduit supplies; also because a number of years will elapse before this 2,000,000 gallons will be exceeded.

It should be borne in mind that the operations of the committe have been limited to the acquisition of mill privileges alone, and that no settlement for ordinary riparian rights has been undertaken. It is thought that no appreciable damage will accrue to the latter class of owners, as some water will doubtless continue to flow through the streams even in times of extensive drought.

HONORING MISS ANTHONY.

Brilliant Gathering at the Chamber of Commerce Last Evening.

About six hundred people attended the reception tendered Miss Susan B. Anthony by the Woman's political club last evening. The chamber of commerce rooms were handsomely decorated with palms and American flags, while rich rugs covered the floor. A majority of those who greeted Miss Anthony were of her own sex, but quite a number of gentlemen were also present. Among the latter were President Hill and other members of the faculty and Hon. H. S. Greenleaf.

Among the prominent women in attendance were Rev. Anna H. Shaw, Mrs. Mary Seymour, Lillie Devereaux Blake and Miss Lucy Smith. Music was furnished by Schenck's orchestra and a lunch was served by the ladies. Yellow badges were worn by members of the Woman's political club. These badges are adopted by woman suffrage organizations in various cities. Miss Anthony was introduced to the people by a reception committee consisting of Mrs. Jean Brooks Greenleaf, Miss Mary S. Anthony, Mrs. J. E. Sanford, Mrs. Helen Miller, Mrs. A. B. Gould, Mrs. L. C. Smith, Mrs. W. C. Gannett, Mrs. James Sargent, Miss M. Morton, Dr. Pauline Morton, Dr. H. M. Turner, Dr. M. Alice Brownell, Mrs. H. B. Clark, Mrs. Cornelia Gardner, and Mrs. E. B. Chace. Mrs. F. Hovey, Miss Jessie Post and Mrs. D. Sackett had charge of the tables, assisted by the following waitresses: Misses Caroline Sackett, Helen Clark, Grace Gould, Gertrude Blackall, Eva True, Laura Chace, Alice Chace, Nellie Shields and Misses Case and DeGarmo. The whole affair was very successful and every one present spent a delightful evening.

Quite a number of delegates to the convention arrived yesterday and were met at the Whitcomb house by a committee of the Woman's political club, consisting of Mrs. A. B. Foster, Mrs. J. G. Maurer, Mrs. A. B. Gould, Mrs. C. B. Marsh, Mrs. F. P. Fenner and Mrs. D. Ellis.

D&C Dec. 16th /90.

THE CITY CHARTER QUESTION.

The *Courier* cannot agree with its esteemed Rochester contemporary, the DEMOCRAT AND CHRONICLE, that a union of forces on the part of the two cities would better the prospects for charter reform. It would probably be an interminable job for the two to come to an agreement as to what is wanted. Each city has found this exceedingly difficult, and to pool the issues of the two cities would double the complexity of the problem. It is true that the real needs of the two cities are substantially the same; but to get a majority to agree in defining those needs and then in formulating the most promising legislative remedies is an almost hopeless task. Buffalo's charter problem is too much for us by itself, and the *Courier* cannot believe that our revisers would consent to tackle Rochester's problem in addition. Nor would it be reasonable to ask the Rochester reformers to try to master the Buffalo difficulties. When we have, as we ought soon to have, a Constitutional Convention, then the subject of a uniform government for cities will be a live question and one of the most important that can come up. Until that day it would be time wasted to make a fragmentary attempt to deal with it.—*Buffalo Courier.*

General John C. Graves, one of the members of the Buffalo charter revision committee, expresses substantially the same views in an extended interview in the *Express*, but both the *Courier* and General Graves seem to be unmindful of the difficulties to be overcome at Albany. Even should the Buffalo revisers succeed in preparing a charter which represented the wishes of a majority of citizens, it is reasonably sure to meet with the opposition of certain influential politicians who will be quick to remind Governor Hill that he is on record as distinctly opposed to special legislation for municipal government. The Governor has repeatedly affirmed his belief in a uniform system of charters for cities of the second class and with his attitude upon this subject so well known it is highly probable that he will be glad to proclaim his consistency while promoting the plans of his political friends. Certainly Buffalo has not forgotten its experience with Governor Hill last winter, and unless he openly stultifies himself, he cannot change his position. There is the practical, political side to the question which Buffalo will do well to consider in all its

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...the desirability of a constitutional provision is undoubtedly sound, whether the cities obtain their improved charters by special or by general legislation. The unsatisfactory character of a charter which may be so easily changed by the caprice of a board of aldermen is obvious, and a measure which will secure greater stability is imperatively demanded.

In this connection it should be stated that the members of the Buffalo Charter Association are not a unit in declining co-operation with other cities of the state, while Syracuse and Albany are in accord with the proposal for a uniform system.

Herald Dec. 17th '90.

THE COST OF IT.

ESTIMATES FOR AN ADDITIONAL WATER SUPPLY.

Conesus Lake Seems to be the Cheapest—Committee Presents the Results of Its Labors—Other Aldermanic Business.

Of course the principal feature of last evening's council meeting was the presentation of the report of the committee that is endeavoring to devise a plan by which the people of Rochester can get more water for domestic purposes. Before that was read but little business of importance was transacted. The law committee presented a report, and a petition was received asking for an ordinance for an asphalt pavement on East avenue. Among the spectators was Engineer Gray of Providence, Rhode Island.

Alderman Cleveland sent up the water report. The reading of this long document by Clerk Sheridan was listened to with more attention than is usually accorded by the city fathers to the reports prepared for their benefit. Following is a copy of the greater part of the report:

Your committee on the matter of obtaining an additional supply of potable water has made an exhaustive examination of the subject, and deems that such a supply is necessary and should be provided as soon as possible, for the following reasons:

First—The existing conduit from Hemlock lake has proved to be inadequate during the past three years to meet the demands for water during the extreme hot and cold seasons, without resorting to restrictive measures which entail not only large outlays for the inspection of the water pipes and fittings in every building supplied, and for the regulation of the consumption and pressure throughout the city, but also great inconvenience and in many cases danger to health on account of the failure of the water at such times to rise to the upper stories of many commercial buildings, apartment houses and detached dwellings in numerous localities.

Second—Recent gaugings of the discharge of the present conduit from Hemlock lake have shown that its greatest available flow is only about 7,000,000 gallons per day, while the census enumeration made during the past summer gives the city a population of about 138,000, thus allowing a potable water supply of only about 50 gallons per head per day on an average from the source named, on the assumption that such supply can be maintained continuously. Experience has, however, demonstrated that this supply must occasionally be interrupted for a period of from one to two days in order to make necessary repairs to defective joints and fixtures, so that the available average supply from said source will actually be somewhat less than said quantity.

Third—The safe capacity for ordinary daily uses of the Holly pumping system in this city may be estimated at about 2,000,000 gallons per day, as the remainder of the power available at the engine house must be held in reserve for use during large conflagrations within the territory thereby served. The records of pumpage by the Holly machinery during ordinary daily service indicate that the safe limit mentioned has practically been reached at the present time and that the quantity of river water thus distributed amounts on the average to about 15 gallons per head per day for the stated population.

Fourth—The total average supply of water available ordinarily from both sources is therefore only about 65 gallons per head per day. The statistics of water consumption in other large American cities comparable with Rochester, however, indicate that a considerably greater daily average supply is found necessary, and as our city can not be considered an exception, it follows that a permanent addition to our present supply must soon be acquired as a matter of public necessity. In other words, it is our opinion that the city of Rochester has outgrown its present public water-works, and that its future welfare requires the early provision of a larger supply for all purposes.

The next question that presents itself relates to the amount of such additional supply. From the published reports of the various engineers who have thoroughly examined the subject during the past three years, it seems reasonable to conclude that the present population of the city will be doubled within the next twenty or twenty-five years, and that the increase of population will be attended by a greater average daily per capita consumption of water. This consumption is estimated variously at from 80 to 150 gallons per day, and may fairly be assumed at about 90 gallons as a safe minimum. Accordingly, if provision for a population of 270,000 at this latter rate is to be made now, a total daily quantity of about 24,000,000 gallons will be required in addition to whatever may be derived from the existing Holly system, and as the capacity of the present conduit from Hemlock lake is only 7,000,000 gallons per day, it follows that the proposed new works should furnish about 17,000,000 gallons per day if they are to be adequate to our anticipated needs at the end of about twenty years from the present time.

It is proper to remark, however, that no exact predictions as to the future population and water consumption can be made, and that all such figures as the foregoing must be regarded merely as rough approximations. In view of these uncertainties, your committee is of the opinion that it is not expedient to make provision now for very remote future needs of potable water, and that the new works should have a capacity of at least 15,000,000 gallons per day, which, with reasonable economical use by our citizens, should suffice in conjunction with the present supply for the next fifteen or twenty years.

The source from which the additional supply of 15,000,000 gallons per day should be taken is next to be considered. Three such sources have been presented by the engineers to the committee for investigation, viz.: Lake Ontario, Conesus lake and Hemlock and Canadice lakes combined. The sufficiency of the first named source to furnish the requisite quan- [illegible] while that [illegible] on general principles of hydraulics [illegible] engineers who have given the subject special attention. Each of these sources, furthermore, will undoubtedly furnish water of sufficiently good quality [illegible] directly from the main [illegible] for all purposes [illegible] without any treatment [illegible] filtration. [illegible] supply of 15,000,000 [illegible] three sources [illegible] by different engineers as follows:

SOURCE.	Authority.	First Cost of the proposed new works for 15,000,000 gall. per day.	Annual Cost of Pumping 15,000,000 gall. per day.	Capitalization at 3½ per cent of Annual Costs of said Pumping.	Total Comparative Cost of said Works.
Lake Ontario	J. Nelson Tubbs	$1,490,000*	$95,674*	$1,019,360*	$2,509,360*
Lake Ontario	Fanning & Fteley	1,533,972*	91,888*	2,625,370*	4,159,342*
Lake Ontario	Fanning & Fteley	1,973,972	137,832	3,938,057	5,912,029
Lake Ontario	E. Kuichling	1,450,000	120,000	3,000,000§	4,450,000
Conesus lake	Fanning & Fteley	1,202,804	Gravity supply	....	1,202,804
Conesus lake	J. Nelson Tubbs	1,911,877	Gravity supply	....	1,911,877
Conesus lake	E. Kuichling	1,809,000	Gravity supply	....	1,809,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,675,600	All gravity from	Hemlock lake	1,675,600
Hemlock and Canadice lakes	J. Nelson Tubbs	1,280,000†	$14,479	$413,686	1,693,686
Hemlock and Canadice lakes	Fanning & Fteley	1,259,910†	32,850	938,570	2,198,480
Hemlock and Canadice lakes	Fanning & Fteley	1,192,426‡	All gravity from	Richmond mills	1,192,426
Hemlock and Canadice lakes	J. Nelson Tubbs	2,243,276‡	All gravity from	Richmond mills	2,243,276
Hemlock and Canadice lakes	E. Kuichling	1,975,000	All gravity from	Hemlock lake	1,975,000

*Estimate for 10,000,000 gallons per day.
†Estimate for combined pumping and gravity conduit.
‡Estimate for dam at Richmond mills and beginning the conduit there.
§Capitalization of annual expense at 4 per cent.

It must be distinctly borne in mind that none of these estimates include any allowance whatever for damages to the owners of riparian water rights and mill privileges on Conesus outlet, Canadice outlet, Hemlock outlet, Honeoye [illegible] they include the probable costs of remedying any unsatisfactory sanitary conditions that may result from the annual lowering of the water surface in the small lakes in consequence of the additional draught contemplated. Owing to the absence of reliable soundings and surveys along the shores of these lakes, no attempt appears to have been made to estimate how much work must be performed in this latter direction before the undertaking can be considered as fully completed. It is thought, however, that the cost of such work will not be very great, as the shores are generally quite abrupt; and it is, moreover, extremely probable that the lowest stages of the water in these lakes will never be reached during the summer months.

From the foregoing estimate it will be observed that all of the engineers mentioned agree in the opinion that it will be much more expensive to secure the required additional water supply from lake Ontario than from Conesus lake or from Hemlock and Canadice lakes; and in view of the options for water rights already secured along Honeoye creek, it cannot be considered that the cost of obtaining the necessary rights to the waters of these latter lakes from the mill-owners will bring the total outlay for a new conduit from either of these lakes to as high a figure as even the lowest of the comparative estimates for a supply from lake Ontario. The difference in comparative costs of these projects is so great as to practically exclude the lake Ontario scheme from further consideration, and the choice of source is therefore restricted to either Conesus lake or Hemlock and Canadice lakes.

Between these two sources the choice, on the score of initial economy of construction, appears to be somewhat in favor of Conesus lake; but, as no understanding relative to the value of the water rights on the outlet of this lake has yet been reached, a definite decision can not now be given. A great variety of other elements should also be taken into careful consideration before deciding upon the source; and inasmuch as some of these questions require more time for analysis than has hitherto been available, your committee advise that the necessary legislation be so framed as to allow the city to make use of either source, as may be deemed most expedient hereafter.

It is therefore recommended that application be made to the legislature for securing to the city the necessary authority to take the required additional water supply from Conesus lake, as, by the original water works act of 1872, the city has already the right to take an unlimited supply from Hemlock and Canadice lakes, so far as the state is concerned. The passage of such an act will thus render the three lakes available, and the definite choice can be made afterwards.

In reference to the matter of bonding the city for the payment of the proposed new conduit, your committee also recommends that an application be made to the legislature for permission to issue bonds in such sum as may be found necessary after a thorough revision of the engineer's estimates hereto appended, so that either source can be taken.

It is greatly regretted that the results of the committee's efforts to negotiate for the purchase of the water rights on the outlets of the several lakes have not been more successful, but it is hoped that an agreement with an additional number of owners will soon be effected.

[Here follows the result of the committee's negotiations with the mill owners, as presented in yesterday's HERALD.]

Before closing this report allusion should also be made to the possible claim of the owners of water power along the Genesee river in this city for damages which might result to them by reason of the diversion of the said additional supply from the upper river into our water mains. Desirous of thoroughly investigating every phase of the question, your committee has made many inquiries in relation to this subject, and is of the opinion that both the probability of a suit for damages on the part of the water-power owners, and the possibility of such owners to recover substantial damages against the city, are rather remote contingencies in view of the fact that the total quantity of water which will thus be diverted from flowing into the upper river is only a small fraction of the latter's aggregate volume in dry seasons.

Appended is a report from the chief engineer of the water works, also a brief note from the members of the water supply committee of the chamber of commerce expressing their concurrence with the recommendations submitted in the foregoing report of your committee. It will be noticed that the estimates given in the engineer's report are considerably higher than those presented by the other experts on former occasions, and for this reason we deem it proper to subject them to a rigid scrutiny before naming any specific sum in which the city should be bonded to meet the costs of the proposed new works.

Mr. Kuichling's report, alluded to above, has already been summarized in this paper. It is a scholarly document and bears within itself the evidence of much painstaking research. On account of the importance of the subject the chief engineer's detailed estimates of cost of an additional supply from the three proposed sources, together [illegible]

[illegible] *Estimate number 1 of cost of obtaining a supply of 15,000,000 gallons per day from Hemlock [illegible] a low-grade gravity conduit.*

HEMLOCK LAKE TO RUSH RESERVOIR.

7,800 lineal feet trenching from lake northerly, quicksand and rock [illegible]	[illegible]
[illegible]	[illegible]
[illegible] other places	[illegible]
Extra for embankments, heavy cuttings and foundations in soft ground	8,000
Extra for channels for creek at two places to save crossings	7,000
9 bridges to carry conduit over creek	45,000
4 crossings under bed of creek	2,600
18 culverts of various sizes	18,000
104,000 lineal feet—23,740 net tons 36 inch cast iron pipe	664,720
104,000 lineal feet laying said pipe	72,800
10 36-inch stop gates with vaults	7,500
Blow-offs, air-valves and over-flows	7,500
Other pipe; also land damages	45,000
Contingencies, about 10 per cent	112,280
	$1,274,900

RUSH RESERVOIR TO COBB'S HILL RESERVOIR.

51,000 lineal feet trenching in earth to Cobb's hill	$45,900
2,800 lineal feet trenching in earth, additional, to Mount Hope reservoir	3,420
54,800 lineal feet, or 14,948 net tons, 36 inch cast iron pipe	398,944
54,800 lineal feet laying said pipe	38,360
Stop-gates, blow-offs, air-valves and land damages	10,000
Culverts and foundations in soft ground	3,800
Contingencies, about 10 per cent	50,876
	$551,000
Additional for new reservoir at Cobb's hill	150,000
Additional for first section of conduit as above	1,274,000
Total	$1,975,000

This sum does not include any water rights.

Estimate number 2 of cost of obtaining a supply of 15,000,000 gallons per day from Conesus lake, by a low-grade gravity conduit.

CONESUS LAKE TO RUSH RESERVOIR.

10,000 lineal feet trenching from lake northerly, quicksand, etc	$150,000
15,000 lineal feet in narrow valley of outlet	60,000
55,000 lineal feet in earth	55,000
10,300 lineal feet in rock	41,200
1,000 cubic yards rock excavation in other places	3,000
Extra for embankments, heavy cuttings and foundations in soft ground	8,500
Extra for bridges, creek crossings and new channels	32,000
Extra for culverts of various sizes	12,000
Extra for relaying conduit of the Avon water works at various places	5,000
90,300 lineal feet or 20,450 net tons, 36-inch cast iron pipe	542,190
90,300 lineal feet laying said pipe	63,210
9 36-inch stop gates with vaults	6,700
Blow-offs, air valves and over-flows	6,600
Intake pipe and well, gate-house and land damages	50,200
Contingencies, about 10 per cent	100,900
	$1,108,000
Add for section from Rush to Cobb's hill, as before	551,000
Add for new reservoir at Cobb's hill	150,000
	$1,809,000

This sum does not include any water rights.

Estimate Number 3 of cost of obtaining a supply of 15,000,000 gallons per day from lake Ontario, by a single pumping station and 36 inch force main from Braddock's point to Mount Hope Reservoir.

6,000 lin. ft. tunnel under the lake bottom	150,000
One protection crib and light house in lake	100,000
Two shafts to tunnel at crib and on shore	15,000
One engine and boiler house at lake with necessary land	60,000
Three cottages for employes at lake	7,500
Pumping engines and boilers	85,000
89,800 lineal feet trenching in earth	80,820
Extra for 1,000 cubic yards rock excavation on line	5,000
Extra for embankments, fillings and foundations in soft ground	5,000
Extra bridges, culverts and creek crossings	20,000
Extra river, canal and several railroad crossings	15,000
89,800 lineal feet, 23,150 net tons 36-inch cast iron pipe	679,050
89,800 lineal feet laying said pipe	62,860
6 36-inch stop gates and check valves, with vaults	6,000
Blow offs and air valves	2,000
Connection with reservoir and land damages	27,000
Contingencies, about ten per cent	131,770
Total	$1,450,000

"The records of other large pumping stations show that it is hardly reasonable to expect a lower cost of pumping than about $4 for each million gallons lifted 100 feet. For the total lift of 518 feet, including friction, this will give a cost of $20.72 per million gallons delivered into the reservoir, and for a service of 15,000,000 gallons per day the annual operating expense would be $113,442. A certain sum should also be set aside per year for depreciation of the machinery. Taking this sum at about 8 per cent. of the first cost, we have, say, $6,558 additional, thus making the total yearly outlay $120,000, exclusive of any interest on the original construction account. The capitalization of this annual expense of $120,000 at 4 per cent. gives $3,000,000 which should be added to the original construction account of $1,450,000 in order to arrive at the relative cost of this pumping plan, as compared with either of the two gravity schemes. It will thus be seen that the relative cost of the lake Ontario project is about $4,450,000, or more than twice as great as that of the gravity conduits.

"The comparison of the foregoing estimates at once leads to the rejection of the lake Ontario plan on the ground of its expense. The choice of source is therefore restricted to Conesus lake and the combination of Hemlock and Canadice lakes. Before a conclusion can be reached, the expense of instituting and maintaining a sanitary protection of the watershed of Conesus lake, as well as the difference in the aggregate cost of the water rights on the outlets of the several lakes must be taken into account. The cost of the present sanitary service on the land adjacent to Hemlock lake appears to be about $3,500 per year, and if a similar service is extended to Canadice lake and its outlet, the expense will probably be increased to about $4,000 per year. Owing to the greater length of Conesus lake and the denser population on its water shed, an equally efficient sanitary service in this case will probably cost at least $5,000 per year. The difference between this sum and the amount required for the protection of Canadice lake and its outlet is therefore $4,500 per year; and the capitalization of the latter at 4 per cent. gives a principal of $112,500 which should be added to the construction account above estimated in order to obtain the relative cost of the Conesus lake scheme as compared [illegible] probable that the necessary water rights on the Conesus outlet will cost at least $60,000 less than those on the two other lake outlets, so that the actual addition to the foregoing estimate for the Conesus scheme should be only about $[illegible]. The relative cost of the latter is therefore $1,862,000 as against $1,975,000 for the Hemlock project, the apparent difference being $113,000 in favor of going to Conesus lake.

"In opposition to this latter plan however, it may be urged that it is not expedient to construct now, at a great expense, a conduit having a capacity of only 15,000,000 gallons per day, to a source which can yield a minimum average of 23,000,000 gallons and an ordinary average of 34,000,000 gallons per day; and that whenever it may become necessary to make use of Conesus lake as a source, it will be more prudent to construct a conduit of such capacity as will furnish about 28,000,000 gallons daily. In this case, a 48-inch, instead of a 36 inch pipe would be required and a rough estimate indicates that the 48 inch conduit, if made of cast iron, would cost about $5.00 per foot more than the 36 inch pipe above considered, thus giving in a total distance of 141,300 feet from the lake to the city, an addition of at least $700,000. It may also be remarked that if a 48-inch riveted plate steel pipe were used, instead of cast iron, the additional cost would be reduced to $500,000 or less.

"Detailed estimates of the projects for other sizes of pipe than 36-inch, and other material than cast iron, have not been prepared owing to the want of time, and hence the preceding figures must be regarded only as crude approximations.

"It will thus be seen that the expediency of selecting Conesus lake at the present time as the source of the proposed additional water supply is open to fair consideration, and the main point in issue will be the question of a probable future increase in the value of the water rights involved. Should no such increase take place within the next twenty years it will doubtless be preferable to exhaust the resources of Hemlock and Canadice lakes before going elsewhere.

"In conclusion it should be stated that while the estimates above given are based upon the use of cast iron pipes, the undersigned would advise the construction of the upper portions of the conduits from the lakes northerly, as tunnels, or rather tunnel-headings, in the rock along the sides of the valleys, instead of as metallic conduits laid in deep open excavations through the quicksands in the alluvial lands. Such tunnels can be driven and lined with brick at a cost no greater per lineal foot than that of the iron pipe and open trench, and hence no material difference in the estimates would occur from such a substitution. It is, however, not yet definitely known whether the rock is within practicable reach at all points along the contemplated tunnel routes, and hence, before any exact location can be made, a series of explorative borings must be undertaken. The latter are also necessary in case that a masonry conduit, built in open trench, should be considered preferable to either a tunnel or an iron pipe for the upper sections.

"Obviously the expense of explorations of this character has been deferred until the question of the proper source for the new supply is definitely settled."

The chamber of commerce committee signed a brief statement that they concurred in the preceding aldermanic report.

The report was unanimously adopted without debate.

The overseer of the poor reported that he had relieved 421 families during November at a cost of $1,525.30. Police Clerk Enos reported that fines to the amount of $254.60 had been collected in the police court during the month of November.

But one first ordinance was adopted. It was for a stone sewer in Franklin and Clinton streets, the estimated expense being $5,600. Final ordinances were disposed of as follows: Sibley street sewer, adopted; Maplewood avenue sewer, postponed for six weeks; North St. Paul street pavement readjustment, postponed for amendment.

Alderman McMillan offered a resolution, which was adopted, providing for the re-appointment of all the commissioners of deeds in the city for next year. There are nearly eight hundred of them.

The old project of dividing the Sixteenth ward was brought up by Alderman Lewis, who introduced the following resolution:

Resolved, That the committee on charter amendments be and it is hereby instructed to report at the next regular meeting of this council an amendment to section 4 of title 1, of the revised city charter, providing for the division of the Sixteenth ward into three wards, as follows:

All that portion of the Sixteenth ward lying south of the New York Central and Hudson River railroad to be known as the Sixteenth ward.

All that portion of the Sixteenth ward lying north of the New York Central and Hudson River railroad and east of North avenue to be known as the Seventeenth ward, and

All that portion of the Sixteenth ward lying west of North avenue to be known as the Eighteenth ward.

The resolution was adopted unanimously.

Alderman Kelly moved that the police authorities be requested to enforce the penal ordinance relating to fast driving over the river bridges. This motion was carried, and the city attorney was requested to prepare an ordinance to cover Driving Park avenue bridge as well as the others.

The assessment committee presented a report recommending that the matter of striking off the tax on the Young Men's Christian association building be referred to the law committee, "owing to the matter contained in the petition being one which should be considered by the law committee." The report was adopted. At the meeting of the committee on Friday evening all the [illegible] present [illegible] voted to strike the [illegible]

Alderman McMillan introduced a resolution having for its object the transfer to the park commissioners of land owned by the city near Highland park and lying in the Sixteenth ward. The resolution was referred to the city property committee.

The same alderman offered a resolution asking the Rochester representatives in the legislature to endeavor to secure the passage of an act providing for the construction of a lift bridge over the canal at Exchange street at a cost not to exceed $35,000. This was adopted. It is claimed that the present swing bridge is too narrow and is inadequate to the volume of traffic, beside being practically worn out. It is hoped that some means can be devised whereby the city surveyor can approve of the plans for the proposed bridge before it is constructed and thereby avoid the infliction of such a structure as that at West avenue.

The use of the council chamber was given to the Western New York horticultural society for its annual meeting of December 28th and 29th. Then the council adjourned until Monday evening, when the December budget will be presented.

The Post-Express.

ROCHESTER, WEDNESDAY, DEC. 17.

A DANGEROUS THING.

There are some points in the speeches made at the mass meeting last night by Messrs. Gompers and Skeffington that call for comment.

Mr. Gompers argued that while the organization he represents is not against machines, it is against the use of machines except under certain conditions. He said:

What do we want? We want to live. We want the machines introduced in such a manner that we can live. That is our right and we mean to live.

The immediate effect of the introduction of machines is to supercede workmen. If they do not do that it is idle to introduce them. The only purpose of machinery is to make production cheap and easy; and it is in this way that machinery benefits mankind in the long run. Some seventy-five years ago the weavers of England faced this great question and fought the introduction of machinery by breaking it. One of the several noble speeches that the poet Byron made in the house of lords was against a penal enactment against the "frame breakers." But the direct fight against the machines failed then; and we think any indirect fight against machines now must fail. Mr. Gompers is sound in saying that men have a right to live. That proposition is embodied in the Declaration of Independence, and we hold it to be an absolute truth. He is wrong in assuming that any set of men have a right to live by working in a particular shop, or in the employment of other citizens who do not want their services. A member of his society has no more constitutional or natural right to live at making shoes in Rochester than any other man. The labor leader in laying down a general principle should remember that it covers the rights and interests of men outside of his organization as well as inside of it.

Mr. Skeffington virtually took the same ground as Mr. Gompers, and, like him promised a long struggle. He said:

I am inclined to believe that we are on the eve of a long fight. We will do all that we can to effect a settlement, but if we cannot we will fight. And no matter how this fight results here, every union in the country will put a boycott on P. Cox until he is brought down. This fight will be no child's play. Just so long as that man makes shoes and pursues his present course so long will shoemakers throughout the country bear him in mind. *I will say that the boycott on Mr. Cox was not worked from Rochester. It was from Boston, and if Mr. Cox wants to find out all about it he may go to Boston and see General Ben Butler.*

We have put the closing sentences into italics, as they are peculiarly significant. There is an acknowledgement that this struggle, which threatens the peace of our city, the prosperity of a part of our workmen and manufacturers, and the future of our business interests, is ordered and managed in Boston. Now, it is a well-known fact that the shoe strike of several years ago seriously impaired the shoe manufacturing interests of Rochester and checked for a time the rapid growth of the city. Even yet the shoe business has not recovered its former prosperity or recaptured all the trade lost to other places. Yet here is a strike, which, whatever the merits of its origin may be, is controlled and managed in a New England city. Here is an industrial war which may end in the ruin of one of our largest interests, and an eastern city, which will profit by the disaster of Rochester, manages the whole affair. Could there be anything more dangerous? Why, it would pay a big New England town with a heavy shoe trade to set such a struggle on foot here and keep it going—as a mere stroke of discreditable business enterprise. A labor organization that proceeds in this way takes awful risks. It may be led through the folly or the cupidity of officials into great wrong not simply to individual manufacturers but to whole communities.

We have given no opinion on the merits of the Cox strike; for it involved some points on which we have had serious doubts; but there are certain general considerations involved in the struggle that ought to be [illegible] should be no [illegible]; another is that [illegible] we must stand the sacrifice of men who have good to work honestly in the exercise of the right of free contract; another is that a long strike or lockout may ruin Rochester's shoe trade, and that should not be lightly put in jeopardy; another is that the interests of the community should not be at the mercy of a rival manufacturing town or entrusted to the hands of Ben Butler. We have no confidence in the local labor leaders, as they are styled; but there is less risk in their folly restrained by public sentiment than in Butler's unlimited cunning.

We have strong sympathy with the cause of labor, and we regret nothing more than the mistakes of its advocates.

SANITARY ENTOMBMENT.

Proposed Construction Here of an Immense Mausoleum.

Dr. C. A. Harvey, secretary of the new Mausoleum company, is in the city in conference with Rochester capitalists on the project of building here a mausoleum for the reception of the dead, similar to those to be erected in connection with New York's three principal cemeteries. The general idea of the toombs is similar to that of Westminster Abbey and the tombs in some of the Italian cities, but the buildings are constructed upon plans made with especial regard to the health of the community. Within, there will be, as the unit of construction, each sepulchre so constructed that air, from which a sufficient portion of its moisture has been abstracted, will be made to enter, and to withdraw, laden with moisture and morbific matter, which it will convey to a separate edifice, where a furnace will complete the sanitary work that the anhydrous air had begun, and return to the external atmosphere nothing that will be noxious. Each sepulchre will be constructed of concrete, and will thus be without seam or joint, and will not permit the escape of any noxious matter in any other direction than through the conduit to the purifying furnace. Each sepulchre, in itself and in its surroundings, will appear to provide a place of repose, and will have electrical appliances attached to it for the instant indication of the return of consciousness to any one who had been prematurely entombed, and will promise and provide the most perfect protection against intrusion and theft that can be found.

It is claimed by those interested in the project that burial can be obtained as cheaply in one of these improved sepulchres as in a lot in a cemetery.

If the project is favorably received by Rochester people it is proposed to construct a mausoleum here upon the plan above described at a cost of $100,000.

THE SHOE LOCK-OUT.

Conference Without Result—Further Negotiations in Progress.

Messrs. Gompers and Skeffington and members of the local shoe union had a long conference with representatives of the Manufacturers' association yesterday afternoon. No agreement was reached, however, and from all appearances the end of the trouble is a good ways off.

After the mass meeting last evening a long session was held by the executive committee of the shoe council. In accordance with an agreement made with the Manufacturers' association at the conference in the afternoon, a proposition was drawn up and will be submitted to the manufacturers to-day.

"It is about as a manufacturer stated yesterday," said Secretary Skeffington this morning. "We have the manufacturers by the throat and they have us by the throat and neither is willing to let go first. The only way to arrange matters is to come to some agreement so that both sides will let go at the same time."

IT MEANS WAR.

EFFORTS TO SETTLE THE SHOE TROUBLE FAIL.

Final Proposition of the Union Men Rejected by the Manufacturers' Association—Talks With Mr. Wheeler and Mr. Sieverman.

A final effort to bring about a settlement of the great shoe trouble in this city was made yesterday and like all the previous attempts it was unsuccessful. There is now no prospect whatever of an adjustment of the differences, and the indications are that the fight between the American Federation of Labor and the manufacturers' association will be a long and bitter one.

President Gompers of the Federation of Labor, General Secretary Skeffington of the Boot and Shoe Workers' international union and Secretary Sieverman of the local shoe council held a long conference during the day and drafted a final proposition of settlement. At three o'clock the union's representatives visited President Wheeler of the manufacturers' association at his office and handed the document to him for transmission to the association. Shortly after three o'clock the association held a meeting at the chamber of commerce, at which each of the 21 firms which signed the manifesto which caused the lockout was represented, except J. William Naylor, who afterward withdrew the notice and in whose shop

no lockout occurred.

The proposition of the union, which is a long document, offers as a basis of settlement that all of the P. Cox manufacturing company's non-union men who have since December 1st taken positions in other factories be discharged, the union, however, making no objection to these non-union men being re-employed in the Cox factory; and reiterates the proposition of the union made before the board of arbitration in regard to the introduction of machines, which is substantially that the manufacturers shall introduce such machinery as they see fit, but that the men working in the shops be given the preference in operating the machines.

The manufacturers discussed the proposition at length and differing opinions were expressed as to the action to be taken upon it. When the matter was put to a vote, however, the manufacturers decided to reject the proposition, and Secretary Chapin was instructed to communicate the association's action to the representatives of the union. The letter of Secretary Chapin in substance states that the manufacturers cannot accept any proposition which involves the discharge of anyone in their factories and refers the committee representing the union to the proposition now posted in their factories, as showing their position to-day.

The manufacturers' reply was mailed to Secretary Sieverman, but too late for that gentleman to receive it last evening, so that the union men knew nothing of the association's decision last night.

President Wheeler made this statement to a HERALD reporter last evening concerning the trouble: "This closes all negotiations on the part of the manufacturers. It is to be hoped that the employes will accept the situation and return to work in accordance with the manufacturers' proposition, as many of the employers have received applications for work from non-union men and each day adds to the number of such employed, who will under no circumstances be discharged to give place to old employes who are now out."

Just before the reporter learned of the action of the manufacturers upon the union's proposition Secretary Sieverman was seen. The latter had just left the rooms of the shoe council and was about to go home. He said: "I do not know what action the manufacturers have taken, but I sincerely hope that our proposition has been accepted. It is our final offer, and if it is rejected there is nothing left but to fight, and we shall fight to the end."

President Gompers left on the 11:10 P. M. train on the West Shore for New York. He had not learned the result of the manufacturers' meeting at the time of his departure, but it was arranged that he should be notified by telegraph as soon as the union received an answer. He stated that in case the union's proposition were rejected the American Federation of Labor would make a fight against the Rochester manufacturers.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

[Common Council, Dec. 16, 1890.]

Ald. Wm. H. Tracy, president of the Board, presiding.

Present—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Sheiter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Absent—Ald. Selye, Bierbrauer—2.

APPROVAL OF MINUTES.

The minutes of the preceding meeting were approved as published in the book of proceedings.

PRESENTATION OF PETITIONS, ACCOUNTS, ETC., AND THEIR REFERENCES.

By Ald Sullivan—Bills of—

Brush Electric Light Co., lighting lamps, November	$6,708 96
Edison Electric Light Co., lighting lamps, November	1,602 25
Rochester Electric Light Co., Lighting lamps, November	2,385 45
Rochester Gas Co., lighting lamps, Nov.	214 00
Municipal Gas Co., Nov.	319 50
Citizens' Gas Co., Nov.	692 25
C. F. Stone, carting lamp posts	12 60

Referred to the Lamp Committee.

By Ald. Sullivan—Bill of

Union and Advertiser Co., printing notices	$ 306 00
Union and Advertiser Co., printing blanks Treasurer	34 25
Union and Advertiser Co., printing blanks	32 00
Union and Advertiser Co., printing blanks Surveyor	5 00
Times Printing Co., printing blanks	196 22
Rochester Volksblatt, printing notices	66 66
Geo. P. Bailey, repairing stamps	1 50
John Snow, wire gates Treasurer's office	54 45
Steele & Avery, stationery	10 75
Peter Sheridan, removing booths and postage	86 50
John Foley, coal for polling places	22 50
James Butler, hack hire	3 00
F. H. Suter, carting and storing booths	7 00
John Sullivan,	15 00
George Bohrer, tables and chairs	35 00
C. E. Defendorf, labor and material	5 20
Michael McCormick, hack hire	2 00
Bascom & Morgan, labor and material	4 65
Stecher Lithograph Co., letter heads	12 50
Oscar H. Peacock, disbursements	15 95
H. S. Allis, expert services	20 00
James M. Emens, expert services	20 00
M. L. Hughes,	20 00

Referred to Contingent Expense Committee.

By Ald. Fee—Bills of

James McManus, groceries	154 49
B. Kramer,	31 00
T. J. Kenning,	25 00
Smith, Perkins & Co.,	140 65
B. Cain,	14 00
Aug. Gyssel,	8 00
F. Glather,	16 00
O'Kane Bros., meat	171 01
Henry D. Stone, flour	250 00
Campbell & Hardy, flour and meal	206 60
Herman Berr, rent	6 00
John Schwingler, rent	5 00
D. W. Dunham, rent	3 75
James Baker, rent	12 00
Carl Nowack, rent	7 00
Mina Laste, back rent	15 00
John C. Nusbickel, rent	9 00
Morris Kiley, rent	6 75
Xavier Bruegger, rent	5 00
Morgan & Lamson, beans	220 97
Wallace E. Miller, beans	58 00
E. P. Hill, board	16 50
White Swan Soap Co., soap	234 10
Andrew Wolf, burials	25 00
B. O'Reilly,	60 00
A. W. Mudge,	19 50
John A. Mattle,	12 00
Jeffrey & Co.,	6 50
Anthony Eble, hack hire	3 50
O. J. & J. A. Bryan, drugs and medicines	9 00
Mich. McCormick, hack hire	11 00
Bernhard & Casey, coal	583 90
B. Ritzenthaler, disbursements	25 63
E. H. Davis & Co., drugs and medicines	8 11

Referred to the Poor Committee.

By Ald. Rauber—Bills of

B. Frank Enos, expenses for November	5 10
Rochester District Telegraph Co., services for November	7 33
Western Union Telegraph Co., services for November	25 11
Bartholomay Hotel, meals for November	11 25
C. E. Morris, scratch books and stationery	9 50
Philip Ernst, repairs for November	7 05
Bailey & Co., cleaning and repairing carpet	7 83
Rochester Printing Co., printing blanks	12 75
Post Express Printing Co., printing blanks	8 75
Post Express Printing Co., printing postal cards	7 00
Geo. C. Buell & Co., brooms and mops	3 75
Chas. Englert, livery	5 00
Wm. J. Simpson, exchange of horse	125 00
Free J. Millham, oats	59 50
Geo. Grilbrook, hay and straw	27 32
Geo. Griebrok, hay and straw	24 33
Riley & McGuire, final payment on contract for police patrol extension	378 36
S. B. Graves, horse shoeing	9 50

Referred to the Police Committee.

By Ald. Rauber—Petition for an electric light on Park row. Referred to the Lamp Committee and City Surveyor.

By Ald. Cleveland—Petition for an asphalt pavement on East avenue. Referred to the Surveyor to prepare an ordinance.

By Ald. Shelter—Petition of Geo. G. Kingston to erect a wood building. Also, remonstrance against the erection of a wood building by Henry Holze. Referred to the Wood Building Committee.

By Ald. Hall—Bills of

John O'Leary, cleaning City Hall	$ 96 00
Neil Bros. & Kern, repairing marble floor	85 50

Referred to the City Property Committee.

By Ald. Hall—Petition of Jean Morton to erect a wood building. Referred to the Wood Building Committee and Fire Marshal, with power to act.

By Ald. Judson—Petition for improving Comfort street. Referred to Surveyor to prepare an ordinance.

By Ald. Judson—Petition of the Second Baptist Church in relation to an erroneous assessment. Referred to the Assessment Committee.

By Ald. Schroth—Petitions of A. Ballinad and Albert Turson to erect wood buildings. Referred to the Wood Building Committee and Fire Marshal with power to act.

Ald. Kelly moved that when the Board adjourned it be until Monday evening, Dec. 22nd, at 7 o'clock for the purpose of action on the finance budget.

By Ald. Lewis—Petition for water main in Eighth avenue. Referred to the Water Works Committee and Executive Board.

Also, petition to extend Oswego street. Referred to the Surveyor to prepare an ordinance.

Also, remonstrance against sewer in Sibley street. Ordered received and filed.

REPORTS OF STANDING COMMITTEES.

Ald. Sullivan from the Lamp and Contingent Expense Committee, Fee from the Poor Committee, Rauber from the Police Committee, Hall from the City Property Committee reported in favor of the various bills referred to their respective committees and referred them to the Finance Committee.

REPORTS OF SELECT COMMITTEES.

By Ald. Cleveland—

REPORT OF COMMITTEE ON ADDITIONAL WATER SUPPLY.

ROCHESTER, N. Y., Dec. 16, 1890.

To the Hon. the Common Council:

GENTLEMEN: Your committee on the matter of obtaining an additional supply of potable water has made an exhaustive examination of the subject, and deems that such a supply is necessary and should be provided as soon as possible, for the following reasons:

First—The existing conduit from Hemlock lake has proved to be inadequate during the past three years to meet the demands for water during the extreme hot and cold seasons, without resorting to restrictive measures which entail not only large outlays for the inspection of the water pipes and fittings in every building supplied, and for the regulation of the consumption and pressure throughout the city, but also great inconvenience and in many cases danger to health on account of the failure of the water at such times to rise to the upper stories of many commercial buildings, apartment houses and detached dwellings in ... [illegible]

... gallons will be required in addition to what ... [illegible] ... per day, it follows that the proposed new works should furnish about 15,000,000 gallons per day if they are to be adequate to our anticipated needs at the end of about twenty years from the present time.

It is proper to remark, however, that no exact predictions as to the future population and water consumption can be made, and that all such figures as the foregoing must be regarded merely as rough approximations. In view of these uncertainties your committee is of the opinion that it is not expedient to make provision now for very remote future needs of potable water, and that the new works should have a capacity of at least 15,000,000 gallons per day, which, with reasonable economical use by our citizens, should suffice in conjunction with the present supply for the next fifteen or twenty years.

The source from which this additional supply of 15,000,000 gallons per day should be taken is next to be considered. Three such sources have been presented by the engineers to the committee for investigation, viz.: Lake Ontario, Conesus lake and Hemlock and Canadice lakes combined. The sufficiency of the first named source to furnish the requisite quantity of water is a matter of common knowledge, while that of the other two sources is vouched for on general principles of hydrology by the engineers who have given the subject special attention. Each of these sources, furthermore, will undoubtedly furnish water of sufficiently good quality to be used directly from the mains for all purposes without previous treatment or filtration. The cost of obtaining an additional supply of 15,000,000 gallons per day from these three sources has been estimated by the different engineers as follows:

ESTIMATED COSTS OF CONSTRUCTION TO MT. HOPE RESERVOIR.

SOURCE.	Authority.	First Cost of the proposed new works for 15,000,000 gall. per day.	Annual Cost of Pumping 15,000,000 gall. per day.	Capitalization at 3½ per cent. of Annual Costs of said Pumping.	Total Comparative Cost of said Works.
Lake Ontario	J. Nelson Tubbs	$1,490,000*	$75,674*	$1,015,300*	$2,500,307*
Lake Ontario	Fanning & Fteley	1,533,973*	91,388*	2,625,370*	4,159,313*
Lake Ontario	Fanning & Fteley	1,973,973	137,833	3,938,067	5,912,039
Lake Ontario	E. Kuichling	1,450,000	120,000	3,000,000§	4,450,000
Conesus lake	Fanning & Fteley	1,202,894	Gravity supply		1,202,894
Conesus lake	J. Nelson Tubbs	1,011,877	Gravity supply		1,011,877
Conesus lake	E. Kuichling	1,800,000	Gravity supply		1,800,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,675,000	All gravity from Hemlock lake		1,675,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,280,000†	$14,479	$413,685	1,693,686
Hemlock and Canadice lakes	Fanning & Fteley	1,259,910†	32,880	938,570	2,198,480
Hemlock and Canadice lakes	Fanning & Fteley	1,192,436‡	All gravity from Richmond mills		1,192,436
Hemlock and Canadice lakes	J. Nelson Tubbs	2,243,276‡	All gravity from Richmond mills		2,243,276
Hemlock and Canadice lakes	E. Kuichling	1,975,000	All gravity from Hemlock lake		1,975,000

*Estimate for 10,000,000 gallons per day.
†Estimate for combined pumping and gravity conduit.
‡Estimate for dam at Richmond mills and beginning the conduit there.
§Capitalization of annual expense at 4 per cent.

It must be distinctly borne in mind that none of these estimates include any allowance whatever for damages to the owners of riparian water rights and mill privileges on Conesus outlet, Canadice outlet, Hemlock outlet, Honeoye creek and the Genesee river; neither do they include the probable costs of remedying any unsatisfactory sanitary conditions that may result from the annual lowering of the water surface in the small lakes in consequence of the additional draught contemplated. Owing to the absence of reliable soundings and surveys along the shores of these lakes, no attempt appears to have been made to estimate how much work must be performed in this latter direction before the undertaking can be considered as fully completed. It is thought, however, that the cost of such work will not be very great, as the shores are generally quite abrupt; and it is, moreover, extremely probable that the lowest stages of the water in these lakes will never be reached during the summer months.

From the foregoing estimate it will be observed that all of the engineers mentioned agree in the opinion that it will be much more expensive to secure the required additional water supply from lake Ontario than from Conesus lake or from Hemlock and Canadice lakes; and in view of the options for water rights already secured along Honeoye creek, it cannot be considered that the cost of obtaining the necessary rights to the waters of these latter lakes from the mill-owners will bring the total outlay for a new conduit from either of these lakes to as high a figure as even the lowest of the comparative estimates for a supply from lake Ontario. The difference in comparative costs of these projects is so great as to practically exclude the lake Ontario scheme from further consideration, and the choice of source is therefore restricted to either Conesus lake or Hemlock and Canadice lakes.

Between these two sources the choice, on the score of initial economy of construction, appears to be somewhat in favor of Conesus lake; but as no understanding relative to the value of the water rights on the outlet of this lake has yet been reached, a definite decision can not now be given. A great variety of other elements should also be taken into careful consideration before deciding upon the source; and inasmuch as some of these questions require more time for analysis than has hitherto been available, your committee advise that the necessary legislation be so framed as to allow the city to make use of either source, as may be deemed most expedient hereafter.

It is therefore recommended that application be made to the legislature for securing to the city the necessary authority to take the required additional water supply from Conesus lake, as, by the original water works act of 1872, the city has already the right to take an unlimited supply from Hemlock and Canadice lakes, so far as the state is concerned. The passage of such an act will thus render the three lakes available, and the definite choice can be made afterwards.

In reference to the matter of bonding the city for the payment of the proposed new conduit, your committee also recommends that an application be made to the legislature for permission to issue bonds in such sum as may be found necessary after a thorough revision of the engineer's estimates hereto appended, so that either source may be taken.

It is greatly regretted that the results of the committee's efforts to negotiate for the purchase of the water rights on the outlets of the several lakes have not been more successful, but it is hoped that an agreement with an additional number of owners will soon be effected.

Following is the list of owners of mill privileges on Honeoye Creek and Hemlock outlet, beginning at the Genesee river, from whom options have thus far been secured:

... of mill privileges alone, and that no settlement for ordinary riparian rights has been undertaken. It is thought that no appreciable damage will accrue to the latter class of owners, as some water will doubtless continue to flow through the streams even in times of extensive drought.

Before closing this report allusion should also be made to the possible claim of the owners of water power along the Genesee river in this city for damages which might result to them by reason of the diversion of the said additional supply from the upper river into our water mains. Desirous of thoroughly investigating every phase of the question your committee has made many inquiries in relation to this subject, and are of the opinion that both the probability of a suit for damages on the part of the water-power owners, and the possibility of such owners to recover substantial damages against the city, are rather remote contingencies in view of the fact that the total quantity of water which will thus be diverted from flowing into the upper river is only a small fraction of the latter's aggregate volume in dry seasons.

Appended is a report from the chief engineer of the water works, also a brief note from the members of the water supply committee of the chamber of commerce expressing their concurrence with the recommendations submitted in the foregoing report of your committee. It will be noticed that the estimates given in the engineer's report are considerably higher than those presented by the other experts on former occasions, and for this reason we deem it proper to subject them to a rigid scrutiny before naming any specific sum in which the city should be bonded to meet the costs of the proposed new works.

Respectfully submitted,
S. D. W. CLEVELAND,
T. MCMILLAN,
J. MILLER KELLY,
WM. H. SULLIVAN.

Dec. 15th, 1890.

We have to say that we concur in the recommendations of the report as read in our hearing.
W. H. GORSLINE,
CLINTON ROGERS,
WM. S. KIMBALL,
JAMES G. CUTLER,
J. E. BOOTH.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

[The Report of the Chief Engineer of the Water Works Department will be published hereafter.]

COMMUNICATIONS FROM THE MAYOR AND OTHER EXECUTIVE OFFICERS AND THEIR REFERENCE.

By the Clerk—

OFFICE OF THE OVERSEER OF THE POOR,
ROCHESTER, Dec. 1, 1890.

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN—The undersigned, Overseer of the Poor of the city of Rochester, would respectfully report that during the month of October he has relieved 421 families in the following manner:

Orders on poor store	$1,115 50
Orders on coal yard	352 80
Orders for burials	73 00
Order for shoes	55 25
Total	$1,596 55
Less amount charged to towns	71 25
Total to city	$1,525 30

All of which is respectfully submitted,
B. RITZENTHALER, Overseer of the Poor.

Ordered received, filed and published.

By the Clerk—

REPORT OF THE POLICE CLERK FOR THE MONTH OF NOVEMBER, 1890.

POLICE COMMISSIONERS' OFFICE,
December 4, 1890.

GENTLEMEN—I respectfully submit the following as my report for the month of November, 1890:

Nov. 1890.	Crime.	Penalty.	Paid.
1—Dennis Keahan	Drunk	$10	$
John Cain	"	10	
James Stewart	"	5	
Dennis Meehan	"	10	
4—Robt. Patterson	"	3	3
5—Joseph Delanty	"	10	
John Jacket	pet. larceny	50 & 6 mo.	
6—Patrick Sullivan	drunk	10	
Lyman McGrath	"	10	
Thos. Moss	"	5	
7—Annie Powell	"	10	
Joseph Barry	"	10	
8—Wm. Powell	vio. ord.	50	
Anson Lamberson	drunk	5	5
10—Wm. Grant	"	10	
Wm. C. Pither	pet. larceny	50	
Peter Heronimus	drunk	cost	3
Ignatz Dilly	"	cost	3
Philip Kelly	"	10	
Richard Turner	public intox.	10	
Mary Wallis	drunk	10	
Alex. D. Soncie	"	5	
Frank B. Shearer	public intox.	10	
Philip Kremple	assault	10	10
Jacob Kremple	"	10	10
John Saipworth	drunk	cost	3
Frank Waldorn	"		3
11—Frank Vanwie	petit larcy	50 & 6 mo	2
Geo. Yatey	drunk	5	
Dennis Meehan	"	10	5
John Donovan	"	10	
Mary Wilton	"	10	
Wm. Nolan	"	10	
12—James Morgan	assault	15	
Louis Hoff	"	15	5
Sarah Davidson	vio. ord.	50	
	on appeal, cost	2	
	cash for jury	3 20	
13—Alex. Pedans	drunk	10	
John Johnson	"	10	10
John Coyle	assault	50	
14—John Sullivan	drunk	5	
Frank Murray	"	5	
Fred Ensign	"	10	
Eliza Colver	cost for jury		8 30
15—Mary Murphy	drunk	5	

City Treasurer $317,650 42
$427,606 29

Respectfully submitted,
THOS. J. NEVILLE, Clerk.

Ordered received, filed and published.

From the Treasurer.

CITY TREASURER'S OFFICE,
ROCHESTER, Dec. 15th, 1890.

To the Honorable the Common Council:

GENTLEMEN—I hereby certify that the Executive Board have notified me that the works or improvements authorized under ordinances hereinafter mentioned have been completed; that I have, pursuant to the provisions of the Charter, ascertained the entire and aggregate expense of and connected with the same respectively, including any interest that the city shall incur, or is entitled to for the use of its funds, and that the respective amounts thereof are as follows:

No.	Ordinance and Improvement.	Expense.
4,118,	Sixth Ave. Pipe Sewer	$ 1,274 64
4,155,	Plymouth Ave. Pipe Sewer	1,108 59
4,143,	Summer St. Pipe Sewer	892 80
4,008,	Thrush St. Plank Walk	365 68
4,154,	South York St. Plank Walk	599 79
4,106,	Locust St. Plank Walk	333 41
4,157,	Moran St. Plank Walk	138 02
4,163,	Broezel Park Plank Walk	82 71
4,103,	Brown St. Sweeping and Cleaning	400 00
4,007,	Tremont St. Sweeping and Cleaning	126 62
4,033,	Madison St. Sweeping and Cleaning	114 00
3,944,	Frank St. Sweeping and Cleaning	219 79
3,929,	Lake Ave. Sweeping and Cleaning	1,000 00
3,913,	Alexander St., Sec. 2, Sweeping and Cleaning	214 91
4,124,	South Goodman St. Brick Impt.	9,036 34
4,080,	Caroline St. Medina Improvement	11,157 51
3,836,	Minerva Place Asphalt Impr'mt	2,756 11
4,074,	Hart Ave. Asphalt Improvement	7,601 66
4,137,	Carlton Place Asphalt Improvem't	10,436 03
3,934,	Spring St. Asphalt Improvement	24,682 99
4,073,	Lorimer St. Asphalt Improvement	24,004 33

V. FLECKENSTEIN, Treasurer.

Ordered received, filed and published.

LOCAL IMPROVEMENT ASSESSMENTS.

By Ald. Shelter—Whereas, The City Treasurer has ascertained and reported the entire and aggregate expense of, and connected with, the several following improvements, including any and all interest that the city has paid or has or shall become liable to pay upon account of any and all orders or notes issued by the city to pay the expenses of such improvements respectively adjusted by this common Council as thus reported, and the respective portions or parts of the city on which the said expenses are hereby directed to be assessed and which this Common Council deems will be benefitted by the improvements respectively, are as stated and described in the final ordinances relative to the improvements, respectively, and that the names and expenses of the improvements thus to be assessed, are as follows viz.:

Ordinance No. 4,124, South Goodman street brick improvement; the expense is $9,036.34.

Ordinance No. 4,080, Caroline street Medina improvement; the expense is $11,157.51.

Ordinance No. 3,836, Minerva Place asphalt improvement; the expense is $2,756.11.

Ordinance No. 4,074, Hart avenue asphalt improvement; the expense is $7,601.66.

Ordinance No. 4,137, Carlton Place asphalt improvement; the expense is $10,436.03.

Ordinance No. 4,073, Lorimer street asphalt improvement; the expense is $24,004.33.

Ordinance No. 3,934, Spring street asphalt improvement; the expense is $24,682.99.

And it is further determined, that the taxpayers to be assessed for making the foregoing improvements, viz.:

South Goodman street brick improvement.
Caroline street Medina improvement.
Minerva Place asphalt improvement.
Hart avenue asphalt improvement.
Carlton Place asphalt improvement.
Lorimer street asphalt improvement.
Spring street asphalt improvement.

May pay their assessment in three equal payment, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of such roll; and the remaining one-third within two years from the confirmation of such roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 4,033, Madison street sweeping and cleaning; the expense is $114.

Ordinance No. 4,007, Tremont street sweeping and cleaning; the expense is $126.62.

Ordinance No. 3,931, Alexander street, Sec. 2, sweeping and cleaning; the expense is $214.91.

Ordinance No. 3,944, Frank street sweeping and cleaning; the expense is $219.79.

Ordinance No. 4,103, Brown street sweeping and cleaning; the expense is $400.

Ordinance No. 3,929, Lake avenue sweeping and cleaning; the expense is $1,000.

Ordinance No. 4,163, Broezel park plank walk; the expense is $82.71.

Ordinance No. 4,157, Moran street plank walk; the expense is $138.02.

Ordinance No. 4,106, Locust street plank walk; the expense is $333.41.

Ordinance No. 4,008, Thrush street plank walk; the expense is $365.68.

Ordinance No. 4,154, South York street plank walk; the expense is $599.79.

Ordinance No. 4,143, Summer street pipe sewer; the expense is $892.80.

Ordinance No. 4,155, Plymouth avenue pipe sewer; the expense is $1,108.59.

Ordinance No. 4,118, Sixth avenue pipe sewer; the expense is $1,274.64.

And the Assessors of said city, if they are not interested in any of the property within the part or portion of the city deemed to be benefited, and directed to be assessed, as aforesaid, or if any two of said assessors are not so interested, then such two, are hereby directed to make assessments upon all the lots and parcels of land within the portions or parts of said city above designated, of the amounts ...

... of Bates street to the Guenther street sewer. Also the construction of the necessary manholes, surface sewers, lot laterals, branches, roadway grading and gutter formations.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $2,450 which being deemed reasonable, is hereby approved: and the whole expense of such improvement is hereby directed to be assessed upon the following portion and part of the city which this Council deem proper to be so assessed for, and will be benefited by such improvement, to wit:

One tier of lots and parcels of land on each side of Sibley street, from the west line of Bates street to the center of Guenther street. Also the land fronting on the west end of Sibley street.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

FINAL ORDINANCE NO. 4,208.

MAPLEWOOD AVENUE SEWER AND OUTLET.

On motion of Ald. Judson, the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz:

An ordinance to construct a pipe sewer in Maplewood avenue and across lots, from near Rose street to Lake avenue.

And after hearing such allegations from all persons appearing.

The Common Council of the City of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The construction of a vitrified pipe sewer 12 inches in diameter in Maplewood avenue, from a point 180 feet south of Rose street to the center of Riverside avenue; also, the construction of a vitrified pipe sewer 15 inches in diameter, from the center of Riverside avenue, northerly across private lands supposed to belong to James Gorsline, to a point 4 feet south of the north line of said Gorsline's property, and the construction of a vitrified pipe sewer 18 inches in diameter, from this point westerly on a line parallel with and 4 feet south of said north line, across private lands supposed to belong to said Jas. Gorsline, to the sewer in Lake avenue. Also, the construction of the necessary surface sewers, manholes, lot laterals, and connections therefor; the necessary roadway grading and gutter formations, and the acquirement of the necessary easements in and right of way through the lands heretofore mentioned and supposed to be owned by James Gorsline. That portion of the sewer between Riverside avenue and the north line of said Gorsline's property, to be located parallel with, east of, and near the west line of lots 16, 18, 58 and 59, as shown on a map of J. Gorsline's re-subdivision of lots 10 and 11 of the 20,000 acre tract, formerly of the town of Greece, now of the city of Rochester, filed in the office of the Clerk of Monroe county, in liber 8 of maps, on page 68.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $4,860, which being deemed reasonable, is hereby approved; and the whole expense of such improvements is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for, and will be benefited by such improvement, to wit:

All the territory included within and described by the following boundary lines, viz: Beginning at the intersection of the north line of property owned by James Gorsline, with the east line of Lake avenue, said point being on the north line of of lot No. 10 of the 20,000 acre tract; thence southerly along the east line of Lake avenue, excepting one tier of lots on the east side thereof to the south line of lot No. 8 of the Maplewood and Lake Avenue Association; thence easterly along the south line of lots Nos. 8, 20 and 32 of said association to the top of the west high bank of the Genesee river; thence northerly along the top of said west high bank of the Genesee river to the center of Riverside avenue; thence westerly along the center of Riverside avenue to a point 1,200 feet east of Lake avenue; thence northerly on a line parallel with and 1,200 feet east of Lake avenue to the north line of James Gorsline's property; thence westerly along the north line of said Gorsline's property to the place of beginning. Also, a strip of land 100 feet in depth on the north side of and adjoining the said Gorsline's property, and extending from Lake avenue, easterly, 980 feet excepting lots 95, 97, 98, 99 and 100, as laid down on a map of a re-subdivision; of lots 10 and 11 of the 20,000 acre tract, made by James Gorsline, and, also, excepting lots 79, 80, 81, 198 and 199, as laid down on a map of Maplewood and Lake Avenue Association, in proportion to the benefit which each will derive therefrom.

Ald. Kelly presented a right of way and easement for the Maplewood avenue sewer from James Gorsline to the city of Rochester. Ordered received and filed.

The final ordinance for Maplewood avenue sewer was then adopted by the following vote:

Ayes—Ald Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Ald. Kelly moved that action on the pending final ordinance for Jay street sewer be further postponed six weeks. Adopted.

Ald. Rauber moved that the final ordinance for North St. Paul street Medina stone pavement readjustment be amended so as to extend from "a point 25 feet north of Marietta street to the south line of Lowell street," and that the estimate be changed accordingly. Adopted.

Further action was postponed under the rule.

EXECUTIVE BUSINESS.

Ald. McMillan stated that the terms of all commissioners of deeds in and for the city of Rochester would expire on the 31st inst., and moved to proceed to appoint commissioners of deeds for the term commencing January 1, 1891, and ending December 31, 1892.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

The following named persons, having received the concurrent vote of the Common Council, were declared appointed commissioners of deeds:

Andrews, E. R., Arnold, H. G.,

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

no lockout occurred.

The proposition of the union, which is a long document, offers as a basis of settlement that all of the P. Cox manufacturing company's non-union men who have since December 1st taken positions in other factories be discharged, the union, however, making no objection to these non-union men being re-employed in the Cox factory; and reiterates the proposition of the union made before the board of arbitration in regard to the introduction of machines, which is substantially that the manufacturers shall introduce such machinery as they see fit, but that the men working in the shops be given the preference in operating the machines.

The manufacturers discussed the proposition at length and differing opinions were expressed as to the action to be taken upon it. When the matter was put to a vote, however, the manufacturers decided to reject the proposition, and Secretary Chapin was instructed to communicate the association's action to the representatives of the union. The letter of Secretary Chapin in substance states that the manufacturers cannot accept any proposition which involves the discharge of anyone in their factories and refers the committee representing the union to the proposition now posted in their factories, as showing their position to-day.

The manufacturers' reply was mailed to Secretary Sieverman, but too late for that gentleman to receive it last evening, so that the union men knew nothing of the association's decision last night.

President Wheeler made this statement to a HERALD reporter last evening concerning the trouble: "This closes all negotiations on the part of the manufacturers. It is to be hoped that the employes will accept the situation and return to work in accordance with the manufacturers' proposition, as many of the employers have received applications for work from non-union men and each day adds to the number of such employed, who will under no circumstances be discharged to give place to old employes who are now out."

Just before the reporter learned of the action of the manufacturers upon the union's proposition Secretary Sieverman was seen. The latter had just left the rooms of the shoe council and was about to go home. He said: "I do not know what action the manufacturers have taken, but I sincerely hope that our proposition has been accepted. It is our final offer, and if it is rejected there is nothing left but to fight, and we shall fight to the end."

President Gompers left on the 11:10 P. M. train on the West Shore for New York. He had not learned the result of the manufacturers' meeting at the time of his departure, but it was arranged that he should be notified by telegraph as soon as the union received an answer. He stated that in case the union's proposition were rejected the American Federation of Labor would make a fight against the Rochester manufacturers.

[illegible] 1890.

[illegible]

Ald. Wm. H. Tracy, President of the Board, presiding.

Present—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Absent—Ald. Selye, Bierbrauer—2.

APPROVAL OF MINUTES.

The minutes of the preceding meeting were approved as published in the book of proceedings.

PRESENTATION OF PETITIONS, ACCOUNTS, ETC., AND THEIR REFERENCES.

By Ald Sullivan—Bills of—

Brush Electric Light Co., lighting lamps, November	$6,798 96
Edison Electric Light Co., lighting lamps, November	1,802 25
Rochester Electric Light Co., Lighting lamps, November	2,385 45
Rochester Gas Co., lighting lamps, Nov.	214 60
Municipal Gas Co., Nov.	319 50
Citizens' Gas Co., Nov.	692 25
C. F. Stone, carting lamp posts	12 60

Referred to the Lamp Committee.

By Ald. Sullivan—Bill of

Union and Advertiser Co., printing notices	$366 00
Union and Advertiser Co., printing blanks Treasurer	34 25
Union and Advertiser Co., printing blanks	32 00
Union and Advertiser Co., printing blanks Surveyor	5 60
Times Printing Co., printing blanks	106 22
Rochester Volksblatt, printing notices	66 66
Geo. P. Bailey, repairing stamps	1 50
John Snow, wire gates Treasurer's office	54 45
Steele & Avery, stationery	10 75
Peter Sheridan, removing booths and postage	35 50
John Foley, coal for polling places	22 50
James Butler, hack hire	3 00
F. H. Suter, carting and storing booths	7 00
John Sullivan	15 00
George Bohrer, tables and chairs	35 00
C. E. Defendorf, labor and material	6 20
Michael McCormick, hack hire	3 00
Bascom & Morgan, labor and material	4 65
Stecher Lithograph Co., letter heads	12 50
Oscar H. Peacock, disbursements	15 95
H. S. Allis, expert services	20 00
James M. Eneas, expert services	20 00
M. L. Hughes	20 00

Referred to Contingent Expense Committee.

By Ald. Fee—Bills of

James McManus, groceries	154 49
B. Kramer	31 00
T. J. Kenning	26 00
Smith, Perkins & Co.	100 85
B. Cain	14 00
Aug. Gysel	8 00
F. Glatber	10 00
O'Kane Bros., meat	171 01
Henry D. Stone, flour	250 00
Campbell & Hardy, flour and meal	206 00
Herman Berr, rent	6 00
John Schwingler, rent	5 00
D. W. Bonham, rent	3 75
James Baker, rent	12 00
Carl Nowack, rent	7 00
Mina Lauta, back rent	15 00
John C. Nusbickel, rent	9 00
Morris Riley, rent	6 75
Xavier Bruegger, rent	5 00
Morgan & Linson, beans	270 97
Wallace E. Miller, beans	58 00
E. P. Hill, board	16 50
White Swan Soap Co., soap	234 10
Andrew Wolf, burials	25 00
B. O'Reilly	60 00
A. W. Mudge	19 50
John A. Mattle	12 00
Jeffrey & Co.	6 50
Anthony Eble, hack hire	3 50
O. J. & J. A. Bryan, drugs and medicines	9 00
Mich. McCormick, hack hire	11 00
Bernhard & Casey, coal	583 90
B. Ritzenthaler, disbursements	25 63
E. H. Davis & Co., drugs and medicines	3 11

Referred to the Poor Committee.

By Ald. Rauber—Bills of

B. Frank Enos, expenses for November	5 10
Rochester District Telegraph Co., services for November	7 35
Western Union Telegraph Co., services for November	25 11
Bartholomay Hotel, meals for November	11 25
C. E. Morris, scratch books and stationery	9 50
Philip Ernst, repairs for November	7 05
Bailey & Co., cleaning and repairing carpet	7 83
Rochester Printing Co., printing blanks	12 75
Post Express Printing Co., printing blanks	8 75
Post Express Printing Co., printing postal cards	7 00
Geo. C. Buell & Co., brooms and mops	3 75
Chas. Englert, livery	5 00
Wm. J. Simpson, exchange of horse	125 00
Fred J. Milliman, oats	59 58
Geo. Gribbrock, hay and straw	27 32
Geo. Gribbrock, hay and straw	24 33
Riley & McGuire, final payment on contract for police patrol extension	378 24
S. H. Graves, horse shoeing	9 50

Referred to the Police Committee.

By Ald. Rauber—Petition for an electric light on Park row. Referred to the Lamp Committee and [illegible]

gallons will be required in addition to what [illegible] per day, it follows that the proposed new works should furnish about 17,000,000 gallons per day if they are to be adequate to our anticipated needs at the end of about twenty years from the present time.

It is proper to remark, however, that no exact predictions as to the future population and water consumption can be made, and that all such figures as the foregoing must be regarded merely as rough approximations. In view of these uncertainties, your committee is of the opinion that it is not expedient to make provision now for very remote future needs of potable water, and that the new works should have a capacity of at least 15,000,000 gallons per day, which, with reasonable economical use by our citizens, should suffice in conjunction with the present supply for the next fifteen or twenty years.

The source from which this additional supply of 15,000,000 gallons per day should be taken is next to be considered. Three such sources have been presented by the engineers to the committee for investigation, viz.: Lake Ontario, Conesus lake and Hemlock and Canadice lakes combined. The sufficiency of the first named source to furnish the requisite quantity of water is a matter of common knowledge, while that of the other two sources is vouched for on general principles of hydrology by the engineers who have given the subject special attention. Each of these sources, furthermore, will undoubtedly furnish water of sufficiently good quality to be used directly from the mains for all purposes without previous treatment or filtration. The cost of obtaining an additional supply of 15,000,000 gallons per day from these three sources has been estimated by the different engineers as follows:

ESTIMATED COSTS OF CONSTRUCTION TO MT. HOPE RESERVOIR.

SOURCE.	Authority.	First Cost of the proposed new works for 15,000,000 gall. per day.	Annual Cost of Pumping 15,000,000 gall. per day.	Capitalization of 3½ per cent. of Annual Costs of said Pumping.	Total Comparative Cost of said Works.
Lake Ontario	J. Nelson Tubbs	$1,460,000*	$55,074*	$1,613,360*	[illegible]*
Lake Ontario	Fanning & Fteley	1,563,971*	91,658*	2,623,370*	4,153,317*
Lake Ontario	Fanning & Fteley	1,573,972	137,826	3,938,067	5,912,039
Lake Ontario	E. Kuichling	1,460,000	120,000	3,000,000	4,460,000
Conesus lake	Fanning & Fteley	1,202,894	Gravity supply		[illegible]
Conesus lake	J. Nelson Tubbs	1,911,877	Gravity supply		1,911,877
Conesus lake	E. Kuichling	1,899,000	Gravity supply		1,899,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,678,000	All gravity from Hemlock lake		1,678,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,280,000†	$14,479	$413,686	1,693,686
Hemlock and Canadice lakes	Fanning & Fteley	1,299,910‡	11,950	[illegible]	[illegible]
Hemlock and Canadice lakes	Fanning & Fteley	1,182,426‡	All gravity from Richmond mills		1,182,426
Hemlock and Canadice lakes	J. Nelson Tubbs	2,384,276	All gravity from Richmond mills		2,384,276
Hemlock and Canadice lakes	E. Kuichling	1,975,000	All gravity from Hemlock lake		1,975,000

*Estimate for 10,000,000 gallons per day.
†Estimate for combined pumping and gravity conduit.
‡Estimate for dam at Richmond mills and beginning the conduit there.
§Capitalization of annual expense at 4 per cent.

It must be distinctly borne in mind that none of these estimates include any allowance whatever for damages to the owners of riparian water rights and mill privileges on Conesus outlet, Canadice outlet, Hemlock outlet, Honeoye creek and the Genesee river; neither do they include the probable costs of remedying any unsatisfactory sanitary conditions that may result from the annual lowering of the water surface in the small lakes in consequence of the additional draught contemplated. Owing to the absence of reliable soundings and surveys along the shores of these lakes, no attempt appears to have been made to estimate [illegible] work must be performed in this [illegible] before the undertaking can be [illegible] as fully completed. It is thought [illegible] that the cost of such work will not be [illegible] as the shores are generally [illegible] and it is, moreover, extremely [illegible] that the lowest stages of the water in [illegible] will never be reached during the [illegible] months.

[illegible] foregoing estimate it will be observed that all of the engineers mentioned [illegible] the opinion that it will be much more [illegible] to secure the required additional supply from lake Ontario than from [illegible] lake or from Hemlock and Canadice [illegible] in view of the options for water [illegible] already secured along Honeoye creek, [illegible] be considered that the cost of obtaining the necessary rights to the waters of these [illegible] from the mill-owners will bring the [illegible] for a new conduit from either of [illegible] to as high a figure as even the lowest comparative estimates for a supply from [illegible] Ontario. The difference in comparative [illegible] these projects is so great as to practically preclude the lake Ontario scheme from consideration, and the choice of source is therefore restricted to either Conesus lake or Hemlock and Canadice lakes.

[illegible] these two sources the choice, on the [illegible] initial economy of construction, appears to be somewhat in favor of Conesus lake; [illegible] no understanding relative to the value of water rights on the outlet of this lake [illegible] been reached, a definite decision cannot [illegible] be given. A great variety of other [illegible] should also be taken into careful consideration before deciding upon the source; [illegible] much as some of these questions require time for analysis than has hitherto been available, your committee advise that the [illegible] legislation be so framed as to allow [illegible] to make use of either source, as may [illegible] most expedient hereafter.

[illegible] therefore recommend that application [illegible] to the legislature for securing to the [illegible] necessary authority to take the required additional water supply from Conesus [illegible] by the original water works act of 1872, [illegible] has already the right to take an unlimited supply from Hemlock and Canadice [illegible] far as the state is concerned. The [illegible] of such an act will thus render the [illegible] available, and the definite choice [illegible] made afterwards.

[illegible] to the matter of bonding the city [illegible] payment of the proposed new conduit, [illegible] committee also recommends that an application be made to the legislature for permission to issue bonds in such sum as may be necessary after a thorough revision of the engineer's estimates hereto appended, so that either source can be taken.

It is greatly regretted that the results of the committee's efforts to negotiate for the purchase of the water rights on the outlets of the several lakes have not been more successful, but it is hoped that an agreement with an additional number of owners will soon be effected.

Following is the list of owners of mill privileges on Honeoye Creek and Hemlock outlet, beginning at the Genesee river, from whom options have thus far been secured:

[illegible]	[illegible]
John Duffy	1,000
Hunt Brothers	11,600
Pierce Brothers	3,500
York Brothers	3,500
John Ideson, (two rights)	3,100
Charles H. Fairchild	7,000
Edwin E. Bond	4,000
Amos Lotee	3,500
Eunice A. Lloyd	350
W. P. Davis	1,250
James A. Stillman	701
Ira P. Babb	750
Alonzo W. Townsend, (two rights)	7,500
Myron Barton	2,700
Total	$60,050

The committee has been unable to reach an agreement with the following owners of mill privileges on the above-mentioned streams: Mr. Cook, Henry Boardman, William Hamilton, the heirs of Cora Trimmer, A. C. Smith, Henry Hahn and S. T. Short. The exact amount of the demands can not be given as negotiations are still pending.

On the Canadice outlet there are five owners of water privileges, viz.: Norman Mather, W. A. Wadsworth, D. S. Beam, Cynthia Adams and John Scott. Fair settlements with two of this number can probably be reached, but the others either ask prices which the committee deem altogether too large, or decline to name definite sums.

Inasmuch as the water from Canadice lake will probably not be required for at least ten years, the committee recommends that no immediate action towards a settlement with the Canadice outlet owners be taken, and that if in the future no equitable adjustment can be reached, condemnation proceedings shall be instituted.

With regard to those owners of mill privileges on the Honeoye and Hemlock outlets who persist in holding out for sums which the city authorities deem altogether disproportionate to the possible damage that may hereafter be sustained by them, the committee also recommends that condemnation proceedings be instituted at such time in the future as may be found necessary, inasmuch as the terms of the previous settlements give the city the right to abstract from Hemlock lake 2,000,000 gallons of water per day more than the present conduit now supplies.

On the Conesus Outlet only five appreciable water rights are known to exist, which are owned by the following parties, beginning at the lake: Henry Spencer, simple current wheel in outlet; Leaming Clark, grist and saw mill; Archibald Kennedy, disused paper mill; Emme Light, grist mill; Herbert Wadsworth, saw mill and grist mill. All of these parties have been interviewed, but no agreement upon valuations of the water rights has yet been reached.

It should be borne in mind that the operations of the committee have been limited to the acquisition [illegible]

[illegible] the present conduit from Hemlock lake have shown that its greatest available flow is only about 7,000,000 gallons per day, while the census enumeration made during the past summer gives the city a population of about 138,000, thus allowing a potable water supply of only about 50 gallons per head per day on an average from the source named, on the assumption that such supply can be maintained continuously. Experience has, however, demonstrated that this supply must occasionally be interrupted for a period of from one to two days in order to make necessary repairs to defective joints and fixtures, so that the available average supply from said source will actually be somewhat less than said quantity.

Third—The safe capacity for ordinary daily uses of the Holly pumping system in this city may be estimated at about 2,000,000 gallons per day, as the remainder of the power available at the engine house must be held in reserve for use during large conflagrations within the territory thereby served. The records of pumpage by the Holly machinery during ordinary daily service indicate that the safe limit mentioned has practically been reached at the present time and that the quantity of river water thus distributed amounts on the average to about 15 gallons per head per day for the stated population.

Fourth—The total average supply of water available ordinarily from both sources is therefore only about 65 gallons per head per day. The statistics of water consumption in other large American cities comparable with Rochester, however, indicate that a considerably greater daily average supply is found necessary, and as our city can not be considered an exception, it follows that a permanent addition to our present supply must soon be acquired as a matter of public necessity. In other words, it is our opinion that the city of Rochester has outgrown its present public water-works, and that its future welfare requires the early provision of a larger supply for all purposes.

The next question that presents itself relates to the amount of such additional supply. From the published reports of the various engineers who have thoroughly examined the subject during the past three years, it seems reasonable to conclude that the present population of the city will be doubled within the next twenty or twenty-five years, and that the increase of population will be attended by a greater average daily per capita consumption of water. This consumption is estimated variously at from 80 to 150 gallons per day, and may fairly be assumed at about 90 gallons as a safe minimum. Accordingly, if provision for a population of 270,000 at this latter rate is to be made now, a total daily quantity of about 24,000,000

[illegible] past three years to meet the demands for water during the extreme hot and cold seasons, without resorting to restrictive measures which entail not only large outlays for the inspection of the water pipes and fittings in every building supplied, and for the regulation of the consumption and pressure throughout the city, but also great inconvenience and in many cases danger to health on account of the failure of the water at such times to rise to the upper stories of many commercial buildings, boarding houses and detached dwellings in [illegible]

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of mill privileges alone, and that no settlement for ordinary riparian rights has been undertaken. It is thought that no appreciable damage will accrue to the latter class of owners, as some water will doubtless continue to flow through the streams even in times of extensive drought.

Before closing this report allusion should also be made to the possible claim of the owners of water power along the Genesee river in this city for damages which might result to them by reason of the diversion of the said additional supply from the upper river into our water mains. Desirous of thoroughly investigating every phase of the question, your committee has made many inquiries in relation to this subject, and are of the opinion that both the probability of a suit for damages on the part of the water-power owners, and the possibility of such owners to recover substantial damages against the city, are rather remote contingencies in view of the fact that the total quantity of water which will thus be diverted from flowing into the upper river is only a small fraction of the latter's aggregate volume in dry seasons.

Appended is a report from the chief engineer of the water works, also a brief note from the members of the water supply committee of the chamber of commerce expressing their concurrence with the recommendations submitted in the foregoing report of your committee. It will be noticed that the estimates given in the engineer's report are considerably higher than those presented by the other experts on former occasions, and for this reason we deem it proper to subject them to a rigid scrutiny before naming any specific sum in which the city should be bonded to meet the costs of the proposed new works.

Respectfully submitted,
S. D. W. CLEVELAND,
T. MCMILLAN,
J. MILLER KELLY,
WM. H. SULLIVAN.

Dec. 15th, 1890.

We have to say that we concur in the recommendations of the report as read in our hearing.
W. H. GORSLINE,
CLINTON ROGERS,
WM. S. KIMBALL,
JAMES G. CUTLER,
J. E. BOOTH.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

[The Report of the Chief Engineer of the Water Works Department will be published hereafter.]

COMMUNICATIONS FROM THE MAYOR AND OTHER EXECUTIVE OFFICERS AND THEIR REFERENCE.

By the Clerk—

OFFICE OF THE OVERSEER OF THE POOR,
ROCHESTER, Dec. 1, 1890.

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN—The undersigned, Overseer of the Poor of the city of Rochester, would respectfully report that during the month of October he has relieved 421 families in the following manner:

Orders on poor store	$1,115 50
Orders on coal yard	352 80
Orders for burials	73 00
Order for shoes	55 25
Total	$1,596 55
Less amount charged to towns	71 25
Total to city	$1,525 30

All of which is respectfully submitted,
B. RITZENTHALER, Overseer of the Poor.

Ordered received, filed and published.

By the Clerk—

REPORT OF THE POLICE CLERK FOR THE MONTH OF NOVEMBER, 1890.

POLICE COMMISSIONERS' OFFICE,
December 4, 1890.

GENTLEMEN—I respectfully submit the following as my report for the month of November, 1890:

Nov. 1890.	Crime.	Penalty.	Paid.
1—Dennis Keshan	Drunk	$10	$5
3—John Cain	..	10	
James Stewart	..	5	
Dennis Meehan	..	10	
4—Robt. Patterson	..	3	3
5—Joseph Delanty	..	10	
John Jackat	pet. larceny	50 & 6 mo.	
6—Patrick Sullivan	drunk	10	
Lyman McGrath	..	10	
Thos. Moss	..	5	
Annie Powell	..	10	
7—Joseph Barry	..	10	
8—Wm. Powell	vio. ord.	50	
Anson Lamberson	drunk	5	5
10—Wm. Grant	..	10	
Wm. C. Pither	pet. larceny	50	
Peter Heronimus	drunk	cost	3
Ignatz Dilly	..	cost	3
Philip Kelly	..	10	3
Richard Turner	public intox.	10	
Mary Wallis	drunk	10	
Alex. D. Soucie	..	5	
Frank B. Shearer	public intox.	10	
Philip Krample	assault	10	10
Jacob Kremple	..	10	10
John Saipworth	drunk	cost	3
Frank Waldora	..	..	3
11—Frank Vanwie	..	..	3
Geo. Yatoy	petit larcy	50 & 6 mo	
Dennis Meehan	drunk	5	
John Donovan	..	10	5
Mary Wilton	..	10	
Wm. Nolan	..	10	
12—James Morgan	assault	15	
Louis Hoff	..	15	5
Sarah Davidson	vio. ord.	50	
" "	on appeal, cost		2
" "	cash for jury		3 30
13—Alex. Pedans	drunk	10	
John Johnson	..	10	10
John Coyle	assault	50	
14—John Sullivan	drunk	5	
Frank Murray	..	5	
Fred Ensign	..	10	
Eliza Coliver	cost for jury		3 30
15—Mary Murphy	drunk	5	
Catharine Scanlan	..	5	
Chas. Geiger	..	10	
Thos. Conway	..	5	
John Ileuer	assault	10 & 10 days	
Joseph Donovan	..	50 & 10 days	
Bernard Fischer	..	30	30
Sarah Davison	selling liquor with't license	30	30
17—Wm. Bergan	drunk	3	3
Martin Quinn	..	5	5
Joseph Smith	..	5	5
Frank Tanner	..	10	10
John Elter	..	5	5
Rudolph Storms	..	10	5
Thos. Connolly	assault	10	
Thos. Conway	drunk	10	
Gabriel Kuhn	assault	cost	5
18—David Maney	drunk	10	10
Maggie Clancy	..	left	10
Chas. J. Pomeroy	..	10	
19—Maurice Mulqueen	..	10	
John Reagan	selling liquor Sunday	30	30
21—Joseph Hoffner	petit lar.	30	
Mary Tanner	drunk	10	
Patrick Daly	..	10	10
Theresa Newman	..	10	
Fred D. Price	..	10	
James W. Smith	..	Cost	1
24—Joseph Lasher	..	3	
John Johnson	..	3	
John Lysaight	..	10	
Wm. Talbot	assault	50	
Harry Brown	..	5	
Miss. Drechel	vio. ord.	5	
Thos. Buckley	..	10	5
25—Joseph Sperrill	ex. per.	10	10
John F. Brown	drunk	5	
Wm. Burgess	..	10	
26—George Smith	drunk	10	
28—Thos. Ragan	..	10	
29—Gustave Hendrix	..	3	
Jacob Miller	..	10	
Chas. Marshall	..	10	
Henry Thompson	assault	50	
Henry Dailey	..	20	
Elmer Schultz	..	50	
Joseph McLean	..	10	5
Geo. Coxon	drunk	10	
30—Ernest Bisser	..	10	
Total police fines, etc.			$254 60
Nov. 17—County of Monroe—Services rendered by Joseph S. Rowerth, October, 1890			52 00
Total police fund			$306 60

POLICE PENSION FUND.

Nov. 14—Assessments of police officers for [illegible]	[illegible]
Unclaimed property	4 25
29—Billiard and pool table license	97 00
Total Pension Fund	$160 85

STATE OF NEW YORK, County of Monroe, City of Rochester, ss:

I, B. Frank Enos, Police Clerk of said city being duly sworn, doth depose and say that the foregoing report contains a true and correct statement of all the moneys received by me as such clerk during the month of November, 1890, for fines, penalties and costs imposed by the Police Justice of said city. Also, for moneys received for the Police Pension Fund, and for services rendered the County of Monroe.

B. FRANK ENOS, Clerk.

Sworn to before me this 4th day December, 1890.
B. KEELER, Commissioner of Deeds.

Ordered received, filed and published.

By the Clerk—

OFFICE OF THE EXECUTIVE BOARD,
ROCHESTER, N. Y., Dec. 4, 1890.

To the Honorable the Common Council of the City of Rochester:

I have the honor to transmit herewith as required by law:

First—Monthly Report, showing expenditures [illegible]

City Treasurer $317,650 42

$437,693 22

Respectfully submitted,
THOS. J. NEVILLE, Clerk.

Ordered received, filed and published.

From the Treasurer.

CITY TREASURER'S OFFICE,
ROCHESTER, Dec. 15th, 1890.

To the Honorable the Common Council:

GENTLEMEN—I hereby certify that the Executive Board have notified me that the works or improvements authorized under ordinances hereinafter mentioned have been completed; that I have, pursuant to the provisions of the Charter, ascertained the entire and aggregate expense of and connected with the same respectively, including any interest that the city shall incur, or is entitled to for the use of its funds, and that the respective amounts thereof are as follows:

No.	Ordinance and Improvement.	Expense.
4,118	Sixth Ave. Pipe Sewer	$1,274 64
4,155	Plymouth Ave. Pipe Sewer	1,108 59
4,143	Summer St. Pipe Sewer	892 80
4,068	Thrush St. Plank Walk	368 68
4,154	South York St. Plank Walk	599 79
4,103	Locust St. Plank Walk	333 41
4,157	Moran St. Plank Walk	138 02
4,163	Broezel Park Plank Walk	89 71
4,103	Brown St. Sweeping and Cleaning	400 00
4,067	Tremont St. Sweeping and Cleaning	126 62
4,033	Madison St. Sweeping and Cleaning	114 00
3,944	Frank St. Sweeping and Cleaning	219 79
3,929	Lake Ave. Sweeping and Cleaning	1,000 00
3,913	Alexander St., Sec. 2, Sweeping and Cleaning	214 91
4,124	South Goodman St. Brick Impt.	9,936 34
4,080	Caroline St. Medina Improvement	11,157 51
3,836	Minerva Place Asphalt Impr'mt	2,756 11
4,074	Hart Ave. Asphalt Improvement	7,601 66
4,137	Carlton Place Asphalt Improvem't	10,436 03
3,934	Spring St. Asphalt Improvement	24,682 99
4,073	Lorimer St. Asphalt Improvement	24,004 33

V. FLECKENSTEIN, Treasurer.

Ordered received, filed and published.

LOCAL IMPROVEMENT ASSESSMENTS.

By Ald. Shelter—Whereas, The City Treasurer has ascertained and reported the entire and aggregate expense of, and connected with, the several following improvements, including any and all interest that the city has paid or has or shall become liable to pay upon account of any and all orders or notes issued by the city to pay the expenses of such improvements respectively adjusted by this common Council as thus reported, and the respective portions or parts of the city on which the said expenses are hereby directed to be assessed and which this Common Council deems will be benefitted by the improvements respectively, are as stated and described in the final ordinances relative to the improvements, respectively, and that the names and expenses of the improvements thus to be assessed, are as follows viz.:

Ordinance No. 4,124, South Goodman street brick improvement; the expense is $9,936.34.

Ordinance No. 4,080, Caroline street Medina improvement; the expense is $11,157.51.

Ordinance No. 3,836, Minerva Place asphalt improvement; the expense is $2,756.11.

Ordinance No. 4,074, Hart avenue asphalt improvement; the expense is $7,601.66.

Ordinance No. 4,137, Carlton Place asphalt improvement; the expense is $10,436.03.

Ordinance No. 4,073, Lorimer street asphalt improvement; the expense is $24,004.33.

Ordinance No. 3,934, Spring street asphalt improvement; the expense is $24,682.99.

And it is further determined, that the taxpayers to be assessed for making the foregoing improvements, viz.:

South Goodman street brick improvement.
Caroline street Medina improvement.
Minerva Place asphalt improvement.
Hart avenue asphalt improvement.
Carlton Place asphalt improvement.
Lorimer street asphalt improvement.
Spring street asphalt improvement.

May pay their assessment in three equal payments, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of such roll; and the remaining one-third within two years from the confirmation of such roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 4,033, Madison street sweeping and cleaning; the expense is $114.

Ordinance No. 4,067, Tremont street sweeping and cleaning; the expense is $126.62.

Ordinance No. 3,931, Alexander street, Sec. 2, sweeping and cleaning; the expense is $214.91.

Ordinance No. 3,944, Frank street sweeping and cleaning; the expense is $219.79.

Ordinance No. 4,103, Brown street sweeping and cleaning; the expense is $400.

Ordinance No. 3,929, Lake avenue sweeping and cleaning; the expense is $1,000.

Ordinance No. 4,163, Brozel park plank walk; the expense is $89.71.

Ordinance No. 4,157, Moran street plank walk; the expense is $138.02.

Ordinance No. 4,103, Locust street plank walk; the expense is $333.41.

Ordinance No. 4,068, Thrush street plank walk; the expense is $368.68.

Ordinance No. 4,154, South York street plank walk; the expense is $599.79.

Ordinance No. 4,143, Summer street pipe sewer: the expense is $892.80.

Ordinance No. 4,155, Plymouth avenue pipe sewer; the expense is $1,108.59.

Ordinance No. 4,118, Sixth avenue pipe sewer; the expense is $1,274.64.

And the Assessors of said city, if they are not interested in any of the property within the part or portion of the city deemed to be benefited, and directed to be assessed, as aforesaid, or if any two of said assessors are not so interested, then such two, are hereby directed to make assessments upon all the lots and parcels of land within the portions or parts of said city above designated, of the amounts of the expenses of such improvements, respectively, in proportion, as nearly as may be, to the advantage which the respective territories, to be thus assessed, for such improvements, shall be deemed to receive by the making of the respective improvements.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14

ACTION ON ORDINANCES.

FIRST ORDINANCES.

FRANKLIN AND CLINTON STREETS SEWER.

By Ald. Judson, Resolved, That the City Surveyor ascertain and report to this council the expense of constructing a new sewer in Franklin and Clinton streets.

Adopted.

The Surveyor submitted as such estimate, $5,600.

By Ald. Judson, Resolved, That the following improvement is necessary, viz.:

The deepening and reconstruction of the present sewer in North Clinton street from a point near the north line of Andrews street to the center of Franklin street; also the deepening and reconstruction of the present sewer in Franklin street, from the center of Clinton street to a point at right angles to the angle in the west line of Franklin street, distant 230 4-10 feet north of North avenue, measured along the west line of Franklin street. To be 2¼x1½ feet, with arch and invert, in size, from the north end of the proposed sewer to the center of Andrews street; 2x3 feet, with cover and invert, in size, from the center of Andrews street to the intersection with the center of Franklin street, and 1½x2 feet, with cover and invert, in size, from the center of Clinton street to the south end of the proposed sewer.

And Whereas, The City Surveyor, under the directions of this Council, has made an estimate of the whole expense thereof, and reports the same at $5,600, which estimate is hereby approved.

Resolved, further, that the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

One tier of lots and parcels of land on each side of N. Clinton street, from Andrews street to a point opposite the south line of lot No. 59 of the Andrews and Atwater tract, owned by Joseph Wile. Also, one tier of lots and parcels of land on each side of Franklin street, from N. Clinton street to the angle in the west line of Franklin street, distant 230 4-10 feet north of North avenue, measured along the west line of Franklin street, in proportion to the benefit which each will derive therefrom.

Adopted.

By Ald. Shelter—Resolved, That all persons interested in the subject matter of each and all improvements contemplated to be made in or by any ordinance or resolution adopted or passed at this meeting and the expense whereof, in whole or in part, is contemplated to be paid by a local assessment, are hereby directed to attend the Common Council on Tuesday, the 30th day of December, 1890, at 7 o'clock p. m., at the Common Council Chamber, when allegations relative thereto will be heard, and that the Clerk be and he is hereby directed to publish for four secular days continuously in The Union and Advertiser and the Abend Post and Beobachter, notice thereof as is required and in the manner specified by Section 172 of the City Charter. Adopted.

FINAL ORDINANCES.

CITY CLERK'S OFFICE,
ROCHESTER, N. Y., Dec. 16, 1890.

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Agreeably to your directions given at your last meeting in reference to the following named contemplated improvements, I caused to be published daily for four days, in the Union and Advertiser and Abend Post and Beobachter, two daily newspapers printed in the city of Rochester, [illegible]

of Bates street to the Guenther street sewer. Also the construction of the necessary manholes, surface sewers, lot laterals, branches, roadway grading and gutter formations.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $2,450 which being deemed reasonable, is hereby approved; and the whole expense of such improvement is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for, and will be benefited by such improvement, to wit:

One tier of lots and parcels of land on each side of Sibley street, from the west line of Bates street to the center of Guenther street. Also the land fronting on the west end of Sibley street.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

FINAL ORDINANCE NO. 4,206.

MAPLEWOOD AVENUE SEWER AND OUTLET.

On motion of Ald. Judson, the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz.:

An ordinance to construct a pipe sewer in Maplewood avenue and across lots, from near Rose street to Lake avenue.

And after hearing such allegations from all persons appearing.

The Common Council of the City of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The construction of a vitrified pipe sewer 12 inches in diameter in Maplewood avenue, from a point 180 feet south of Rose street to the center of Riverside avenue; also, the construction of a vitrified pipe sewer 15 inches in diameter, from the center of Riverside avenue, northerly across private lands supposed to belong to James Gorsline, to a point 4 feet south of the north line of said Gorsline's property, and the construction of a vitrified pipe sewer 18 inches in diameter, from this point westerly on a line parallel with and 4 feet south of said north line, across private lands supposed to belong to said Jas. Gorsline, to the sewer in Lake avenue. Also, the construction of the necessary surface sewers, manholes, lot laterals, and connections therefor; the necessary roadway grading and gutter formations, and the acquirement of the necessary easements in and right of way through the lands heretofore mentioned and supposed to be owned by James Gorsline. That portion of the sewer between Riverside avenue and the north line of said Gorsline's property, to be located parallel with, east of, and near the west line of lots 15, 16, 58 and 59, as shown on a map of J. Gorsline's re-subdivision of lots 10 and 11 of the 20,000 acre tract, formerly of the town of Greece, now of the city of Rochester, filed in the office of the Clerk of Monroe county, in liber 8 of maps, on page 68.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $4,800, which being deemed reasonable, is hereby approved; and the whole expense of such improvements is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for, and will be benefited by such improvement, to wit:

All the territory included within and described by the following boundary lines, viz: Beginning at the intersection of the north line of property owned by James Gorsline, with the east line of Lake avenue, said point being on the north line of lot No. 10 of the 20,000 acre tract; thence southerly along the east line of Lake avenue, excepting one tier of lots on the east side thereof to the south line of lot No. 8 of the Maplewood and Lake Avenue Association; thence easterly along the south line of lots Nos. 8, 29 and 32 of said association to the top of the west high bank of the Genesee river; thence northerly along the top of said west high bank of the Genesee river to the center of Riverside avenue; thence westerly along the center of Riverside avenue to a point 1,300 feet east of Lake avenue; thence northerly on a line parallel with and 1,200 feet east of Lake avenue to the north line of James Gorsline's property; thence westerly along the north line of said Gorsline's property to the place of beginning. Also, a strip of land 100 feet in depth on the north side of and adjoining the said Gorsline's property, and extending from Lake avenue, easterly, 980 feet excepting lots 95, 97, 98, 99 and 100, as laid down on a map of a re-subdivision; of lots 10 and 11 of the 20,000 acre tract, made by James Gorsline, and, also, excepting lots 79, 80, 81, 198 and 199, as laid down on a map of Maplewood and Lake Avenue Association, in proportion to the benefit which each will derive therefrom.

Ald. Kelly presented a right of way and easement for the Maplewood avenue sewer from James Gorsline to the city of Rochester. Ordered received and filed.

The final ordinance for Maplewood avenue sewer was then adopted by the following vote:

Ayes—Ald Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Ald. Kelly moved that action on the pending final ordinance for Jay street sewer be further postponed six weeks. Adopted.

Ald. Rauber moved that the final ordinance for North St. Paul street Medina stone pavement readjustment be amended so as to extend from "a point 16 feet north of Marietta street to the south line of Lowell street," and that the estimate be changed accordingly. Adopted.

Further action was postponed under the rule.

EXECUTIVE BUSINESS.

Ald. McMillan stated that the terms of all commissioners of deeds in and for the city of Rochester would expire on the 31st inst., and moved to proceed to appoint commissioners of deeds for the term commencing January 1, 1891, and ending December 31, 1892.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

The following named persons, having received the concurrent vote of the Common Council, were declared appointed commissioners of deeds:

Andrews, E. R.,	Arnold, H. G.,
Adams, E. N.,	Alexander, John,
Alexander, James,	Annis, Cortland,
Aikenhead, J. M.,	Abeles, David,
Ait, C. C.,	Albee, H. C.,
Angevine, Edward,	Ades, Robert,
Aikenhead, Wm.,	Allis, J. W.,
Andrews, J. S.,	Aiken, John M.,
Acker, John L.,	Arnold, George,
Armatage, Willard D.,	Alexander, J. Vincent,
Archer, S. D.,	Ashley, Egbert F.,
Amos, William H.,	Armstrong, Wm. B.,
Alden, Charles,	Angle, J. M.,
Atkinson, Thos. W.,	Alexander, Fred W.,
Achilles, Chas. B.,	Allis, H. S.,
Adams, E. L.,	Allen, John J.,
Adler, Simon L.,	Allen, Frank W.,
Allen, Newal B.,	
Backus, Harry V.,	Bowlby, Frank H.,
Briggs, W. S.,	Badger, R. A.,
Benedict, Luther C.,	Brotsch, Fred. A.,
Bowman, J. P.,	Bier, Martin,
Bruce, David, Jr.,	Bates, Wm. M.,
Bancker, J. J.,	Beckley, John N.,
Brand, Isador,	Hall, Henry E.,
Bentley, S. D.,	Blair, Robert,
Briggs, Hamlet S.,	Brunswick, R.,
Bigwood, John,	Bennett, Reuben H.,
Brown, John M.,	Barker, Fred H.,
Babcock, H. H.,	Burke, W. J.,
Barnes, Charles W.,	Bowers, S. A.,
Bayer, H. J.,	Bills, G. W. M.,
Brinker, Henry,	Brewster, H. C.,
Burnam, C.,	Burgess, J. A.,
Briggs, James,	Browning, C. J.,
Barron, Martin,	Beach, W. H.,
Beach, Daniel B.,	Bottsford, W. A.,
Baker, Chas. D.,	Bohacheck, Edward,
Ballentyne, M. Jeannette,	Bradley, John,
Butler, C. T.,	Breff, Chas. A.,
Brown, James H.,	Bainbridge, J. P.,
Block, Alvin,	Bassett, Wayland G.,
Bradley, W. T.,	Beach, J. S.,
Benjamin, D. S.,	Bohrer, George,
Boyd, John F.,	Backus, Charles,
Blackmer, Fred H.,	Bailey, Thos. J.,
Bradstreet, Samuel W.,	Bostian, Frank M.,
Barns, J. C.,	Brayer, Wm. W.,
Butler, Ralph,	Brockett, J. A.,
Babcock, C. W.,	Butler, Jas. H.,
Burch, Frank G.,	Blauw, August,
Brayer, Edward J.,	Boylen, Thomas M.,
Brittenstool, J. A.,	Bishop, Frank H.,
Burke, Ellen E.,	Benedict, Abraham,
Brewster, Harry L.,	Branan, Henry,
Bernhard, John W.,	Burns, Frank,
Bell, Norris,	Birdsall, [illegible]
Blodel, F. J.,	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Hastable, C. Charles,	Bayer, Ed.,
Boswald, Louis F.,	Backus, Harry E.,
Butler, James P.,	Burke, Sarah,
Boss, A.,	Bump, Duane A.,
Babcock, Mortimer F.,	Bryant, Chas. W.,
Belknap, Geo.,	Baldwin, Cornelius,
Beattie, Chas. M.,	Bowerman, J. C.,
Benson, Wm. M.,	Bartels, C. L.,
Baker, Hiram L.,	
Caring, Frank W.,	Conklin, Henry V.,
Cutler, J. R.,	Child, J. H.,
Clark, H. V.,	Connors, John,
Churchill, F. L.,	Covell, Henry L.,
Clerain, Charles,	Culver, J. Z.,
Crittenden, De L.,	Chamberlain, P.,
Callinan, P.,	Cole, Anthony,
Churchill, W. W.,	Cook, Chas. S.,
Cushman, A. H.,	Campbell, T. C.,
Carroll, Wm.,	Carnochan, Wm. R.,
Chapin, L. S.,	Carle, A.,
Campbell, G. G.,	Champion, Jeff,
Crittenden, F. H.,	Crittenden, W. H.,
Chester, Thomas,	Clarke, J. T.,
Cochrane, James,	Cronin, E. F.,
Cleary, J. F.,	Carnahan, Geo. A.,
Cory, Edson L.,	Cummings, C. H.,
Cherry, W. E., Jr.,	Covill, D. L.,
Cummings, Scott,	Curtis, Florence A.,

no lockout occurred.

The proposition of the union, which is a long document, offers as a basis of settlement that all of the P. Cox manufacturing company's non-union men who have since December 1st taken positions in other factories be discharged, the union, however, making no objection to these non-union men being re-employed in the Cox factory; and reiterates the proposition of the union made before the board of arbitration in regard to the introduction of machines, which is substantially that the manufacturers shall introduce such machinery as they see fit, but that the men working in the shops be given the preference in operating the machines.

The manufacturers discussed the proposition at length and differing opinions were expressed as to the action to be taken upon it. When the matter was put to a vote, however, the manufacturers decided to reject the proposition, and Secretary Chapin was instructed to communicate the association's action to the representatives of the union. The letter of Secretary Chapin in substance states that the manufacturers cannot accept any proposition which involves the discharge of anyone in their factories and refers the committee representing the union to the proposition now posted in their factories, as showing their position to-day.

The manufacturers' reply was mailed to Secretary Sieverman, but too late for that gentleman to receive it last evening, so that the union men knew nothing of the association's decision last night.

President Wheeler made this statement to a HERALD reporter last evening concerning the trouble: "This closes all negotiations on the part of the manufacturers. It is to be hoped that the employes will accept the situation and return to work in accordance with the manufacturers' proposition, as many of the employers have received applications for work from non-union men and each day adds to the number of such employed, who will under no circumstances be discharged to give place to old employes who are now out."

Just before the reporter learned of the action of the manufacturers upon the union's proposition Secretary Sieverman was seen. The latter had just left the rooms of the shoe council and was about to go home. He said: "I do not know what action the manufacturers have taken, but I sincerely hope that our proposition has been accepted. It is our final offer, and if it is rejected there is nothing left but to fight, and we shall fight to the end."

President Gompers left on the 11:10 P. M. train on the West Shore for New York. He had not learned the result of the manufacturers' meeting at the time of his departure, but it was arranged that he should be notified by telegraph as soon as the union received an answer. He stated that in case the union's proposition were rejected the American Federation of Labor would make a fight against the Rochester manufacturers.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

In Common Council.

Ald. Wm. H. Tracy, president of the Board, presiding.

Present—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Absent—Ald. Selye, Bierbrauer—2.

APPROVAL OF MINUTES.

The minutes of the preceding meeting were approved as published in the book of proceedings.

PRESENTATION OF PETITIONS, ACCOUNTS, ETC., AND THEIR REFERENCES.

By Ald Sullivan—Bills of—

Brush Electric Light Co., lighting lamps, November	$6,798 96
Edison Electric Light Co., lighting lamps, November	1,802 25
Rochester Electric Light Co., Lighting lamps, November	2,985 45
Rochester Gas Co., lighting lamps, Nov.	214 60
Municipal Gas Co., Nov.	319 50
Citizens' Gas Co., Nov.	602 25
C. F. Stone, carting lamp posts	12 60

Referred to the Lamp Committee.

By Ald. Sullivan—Bill of

Union and Advertiser Co., printing notices	$306 00
Union and Advertiser Co., printing blanks Treasurer	34 25
Union and Advertiser Co., printing blanks	22 00
Union and Advertiser Co., printing blanks Surveyor	5 00
Times Printing Co., printing blanks	196 22
Rochester Volksblatt, printing notices	66 66
Geo. P. Bailey, repairing stamps	1 50
John Snow, wire gates Treasurer's office	54 45
Steele & Avery, stationery	10 75
Peter Sheridan, removing booths and postage	65 50
John Foley, coal for polling places	22 50
James Butler, hack hire	3 00
F. H. Suter, carting and storing booths	7 00
John Sullivan	15 00
George Bohrer, tables and chairs	35 00
C. E. Defendorf, labor and material	2 20
Michael McCormick, hack hire	2 00
Bascom & Morgan, labor and material	4 65
Stecher Lithograph Co., letter heads	12 50
Oscar H. Peacock, disbursements	15 95
H. S. Allis, expert services	20 00
James M. Emens, expert services	20 00
M. L. Hughes	20 00

Referred to Contingent Expense Committee.

By Ald. Fee—Bills of

James McManus, groceries	154 40
B. Kramer, "	31 00
T. J. Kenning, "	25 00
Smith, Perkins & Co., "	140 85
B. Cain, "	14 00
Aug. Gysel, "	8 00
F. Glather, "	18 00
O'Kane Bros., meat	171 01
Henry D. Stone, flour	220 00
Campbell & Hardy, flour and meal	206 00
Herman Berr, rent	6 00
John Schwingler, rent	5 00
D. W. Dunham, rent	3 75
James Baker, rent	12 00
Carl Nowack, rent	7 00
Miss Lantz, back rent	15 00
John C. Nusbickel, rent	9 00
Morris Riley, rent	6 75
Xavier Bruckner, rent	5 00
Morgan & Lamson, beans	270 97
Wallace E. Miller, beans	58 00
E. P. Hill, board	16 50
White Swan Soap Co., soap	234 10
Andrew Wolf, burials	25 00
B. O'Reilly, "	60 10
A. W. Mudge, "	19 50
John A. Mattie, "	12 00
Jeffrey & Co., "	6 50
Anthony Eble, back hire	3 50
O. J. & J. A. Bryan, drugs and medicines	9 00
Mich. McCormick, hack hire	11 00
Bernhard & Casey, coal	583 90
B. Ritzenthaler, disbursements	25 63
E. H. Davis & Co., drugs and medicines	8 11

Referred to the Poor Committee.

By Ald. Rauber—Bills of

B. Frank Enos, expenses for November	5 10
Rochester District Telegraph Co., services for November	7 35
Western Union Telegraph Co., services for November	25 11
Bartholomay Hotel, meals for November	11 25
C. E. Morris, scratch books and stationery	9 50
Philip Ernst, repairs for November	7 05
Bailey & Co., cleaning and repairing carpet	7 80
Rochester Printing Co., printing blanks	12 75
Post Express Printing Co., printing blanks	8 75
Post Express Printing Co., printing postal cards	7 00
Geo. C. Buell & Co., brooms and mops	3 75
Chas. Englert, livery	6 00
Wm. J. Simpson, exchange of horse	125 00
Fred J. Millham, oats	59 56
Geo. Gribbrock, hay and straw	27 33
Geo. Gribbrok, hay and straw	24 33
Riley & McGuire, final payment on contract for police patrol extension	378 36
S. H. Graves, horse shoeing	9 50

Referred to the Police Committee.

By Ald. Rauber—Petition for an electric light on Park row. Referred to the Lamp Committee, and

...gallons will be required in addition to what every day ... it follows that the proposed new works should furnish about 17,000,000 gallons per day if they are to be adequate to our anticipated needs at the end of about twenty years from the present time.

It is proper to remark, however, that no exact predictions as to the future population and water consumption can be made, and that all such figures as the foregoing must be regarded merely as rough approximations. In view of these uncertainties your committee is of the opinion that it is not expedient to make provision now for very remote future needs of potable water, and that the new works should have a capacity of at least 15,000,000 gallons per day, which, with reasonable economical use by our citizens, should suffice in conjunction with the present supply for the next fifteen or twenty years.

The source from which this additional supply of 15,000,000 gallons per day should be taken is next to be considered. Three such sources have been presented by the engineers to the committee for investigation, viz.: Lake Ontario, Conesus lake and Hemlock and Canadice lakes combined. The sufficiency of the first named source to furnish the requisite quantity of water is a matter of common knowledge, while that of the other two sources is vouched for on general principles of hydrology by the engineers who have given the subject special attention. Each of these sources, furthermore, will undoubtedly furnish water of sufficiently good quality to be used directly from the mains for all purposes without previous treatment or filtration. The cost of obtaining an additional supply of 15,000,000 gallons per day from these three sources has been estimated by the different engineers as follows:

ESTIMATED COSTS OF CONSTRUCTION TO MT. HOPE RESERVOIR.

Source	Authority	First Cost of the proposed new works for 15,000,000 gall. per day.	Annual Cost of Pumping 15,000,000 gall. per day.	Capitalization at 3½ per cent. of Annual Costs of said Pumping.	Total Comparative Cost of said Works.
Lake Ontario	J. Nelson Tubbs	$1,407,000*	$35,674*	$1,019,350*	[illegible]
Lake Ontario	Fanning & Fteley	1,551,072*	91,385*	2,6[illegible]3,370*	4,159,312*
Lake Ontario	Fanning & Finley	1,573,973	137,851	3,938,067	5,512,029
Lake Ontario	E. Kuichling	1,450,000	120,000	3,000,000	4,45[illegible],000
Conesus lake	Fanning & Fteley	1,202,8[illegible]	Gravity supply		[illegible]
Conesus lake	J. Nelson Tubbs	1,911,877	Gravity supply		1,911,877
Conesus lake	E. Kuichling	1,869,000	All gravity from Hemlock lake		1,869,000
Hemlock and Canadice lakes	J. Nelson Tubbs	1,655,[illegible]			[illegible]
Hemlock and Canadice lakes	J. Nelson Tubbs	1,980,000†	314,479	[illegible]	[illegible]
Hemlock and Canadice lakes	Fanning & Fteley	[illegible]	10,850	[illegible]	2,198,481
Hemlock and Canadice lakes	Fanning & Fteley	1,192,453	All gravity from Richmond mills		1,192,453
Hemlock and Canadice lakes	J. Nelson Tubbs	2,243,761	All gravity from Richmond mills		2,243,7[illegible]
Hemlock and Canadice lakes	E. Kuichling	1,975,000	All gravity from Hemlock lake		1,975,000

*Estimate for 10,000,000 gallons per day.
†Estimate for combined pumping and gravity conduit.
‡Estimate for dam at Richmond mills and beginning the conduit there.
§Capitalization of annual expense at 4 per cent.

It must be distinctly borne in mind that none of these estimates include any allowance whatever for damages to the owners of riparian water rights and mill privileges on Conesus outlet, Canadice outlet, Hemlock outlet, Honeoye creek and the Genesee river; neither do they include the probable costs of remedying any unsatisfactory sanitary conditions that may result from the annual lowering of the water surface in the small lakes in consequence of the additional draught contemplated. Owing to the absence of reliable soundings and along the shores of these lakes, no at... appears to have been made to estimate ...ch work must be performed in this ...rection before the undertaking can be ...ed as fully completed. It is thought, ..., that the cost of such work will not be ...eat, as the shores are generally ...rupt; and it is, moreover, extremely ... that the lowest stages of the water in ...es will never be reached during the ...months.

...he foregoing estimate it will be ob... ...at all of the engineers mentioned ... the opinion that it will be much more ...o to secure the required additional ...upply from lake Ontario than from ...lake or from Hemlock and Canadice ...nd in view of the options for water ...lready secured along Honeoye creek, ...t be considered that the cost of obtain... necessary rights to the waters of these ...kes from the mill-owners will bring the ...tlay for a new conduit from either of ...kes to as high a figure as even the lowest ...omparative estimates for a supply from ...ntario. The difference in comparative ... these projects is so great as to practi... ...xclude the lake Ontario scheme from consideration, and the choice of source ...fore restricted to either Conesus lake or ...k and Canadice lakes.

...en these two sources the choice, on the ... initial economy of construction, ap... ...be somewhat in favor of Conesus lake; ... no understanding relative to the value ... water rights on the outlet of this lake ...been reached, a definite decision can... ...w be given. A great variety of other ...ts should also be taken into careful ...ration before deciding upon the source; ...asmuch as some of these questions re... ...ore time for analysis than has hitherto ...ailable, your committee advise that the ...ry legislation be so framed as to allow ... to make use of either source, as may ...ed most expedient hereafter.

...erefore recommended that application ...to the legislature for securing to the ...necessary authority to take the re... additional water supply from Conesus ...y the original water works act of 1872, ...has already the right to take an un... supply from Hemlock and Canadice ...o far as the state is concerned. The ...of such an act will thus render the ...kes available, and the definite choice ...made afterwards.

...erence to the matter of bonding the city ...payment of the proposed new conduit, ...mmittee also recommends that an ap... ...be made to the legislature for per... to issue bonds in such sum as may be found necessary after a thorough revision of the engineer's estimates hereto appended, so that either source can be taken.

It is greatly regretted that the results of the committee's efforts to negotiate for the purchase of the water rights on the outlets of the several lakes have not been more successful, but it is hoped that an agreement with an additional number of owners will soon be effected.

Following is the list of owners of mill privileges on Honeoye Creek and Hemlock outlet, beginning at the Genesee river, from whom options have thus far been secured:

...	$ 5,000
...	1,000
John Duffy	11,600
Hunt Brothers	3,500
Pierce Brothers	3,300
York Brothers	3,100
John Ideson, (two rights)	7,000
Charles H. Fairchild	4,000
Edwin E. Bond	3,500
Amos Lotes	350
Eunice A. Lloyd	1,250
W. P. Davis	700
James A. Stillman	750
Ira P. Babb	7,500
Alonzo W. Townsend, (two rights)	2,700
Myron Barton	
Total	$60,050

The committee has been unable to reach an agreement with the following owners of mill privileges on the above-mentioned streams: Mr. Cook, Henry Boardman, William Hamilton, the heirs of Cora Trimmer, A. C. Smith, Henry Hahn and S. T. Short. The exact amount of the demands can not be given as negotiations are still pending.

On the Canadice outlet there are five owners of water privileges, viz.: Norman Mather, W. A. Wadsworth, D. S. Beam, Cynthia Adams and John Scott. Fair settlements with two of this number can probably be reached, but the others either ask prices which the committee deem altogether too large, or decline to name definite sums.

Inasmuch as the water from Canadice lake will probably not be required for at least ten years, the committee recommends that no immediate action towards a settlement with the Canadice outlet owners be taken, and that if in the future no equitable adjustment can be reached, condemnation proceedings shall be instituted.

With regard to those owners of mill privileges on the Honeoye and Hemlock outlets who persist in holding out for sums which the city authorities deem altogether disproportionate to the possible damage that may hereafter be sustained by them, the committee also recommends that condemnation proceedings be instituted at such time in the future as may be found necessary, inasmuch as the terms of the previous settlements give the city the right to abstract from Hemlock lake 2,000,000 gallons of water per day more than the present conduit now supplies.

On the Conesus Outlet only five appreciable water rights are known to exist, which are owned by the following parties, beginning at the lake: Henry Spencer, simple current wheel in outlet; Leaming Clark, grist and saw mill; Archibald Kennedy, disused paper mill; Emme Light, grist mill; Herbert Wadsworth, saw mill and grist mill. All of these parties have been interviewed, but no agreement upon valuations of the water rights has yet been reached.

It should be borne in mind that the operations of the committee have been limited to the acquisition

Second—... the present conduit from Hemlock lake have shown that its greatest available flow is only about 7,000,000 gallons per day, while the census enumeration made during the past summer gives the city a population of about 138,000, thus allowing a potable water supply of only about 50 gallons per head per day on an average from the source named, on the assumption that such supply can be maintained continuously. Experience has, however, demonstrated that this supply must occasionally be interrupted for a period of from one to two days in order to make necessary repairs to defective joints and fixtures, so that the available average supply from said source will actually be somewhat less than said quantity.

Third—The safe capacity for ordinary daily uses of the Holly pumping system in this city may be estimated at about 2,000,000 gallons per day, as the remainder of the power available at the engine house must be held in reserve for use during large conflagrations within the territory thereby served. The records of pumpage by the Holly machinery during ordinary daily service indicate that the safe limit mentioned has practically been reached at the present time and that the quantity of river water thus distributed amounts on the average to about 15 gallons per head per day for the stated population.

Fourth—The total average supply of water available ordinarily from both sources is therefore only about 65 gallons per head per day. The statistics of water consumption in other large American cities comparable with Rochester, however, indicate that a considerably greater daily average supply is found necessary, and as our city can not be considered an exception, it follows that a permanent addition to our present supply must soon be acquired as a matter of public necessity. In other words, it is our opinion that the city of Rochester has outgrown its present public water-works, and that its future welfare requires the early provision of a larger supply for all purposes.

The next question that presents itself relates to the amount of such additional supply. From the published reports of the various engineers who have thoroughly examined the subject during the past three years, it seems reasonable to conclude that the present population of the city will be doubled within the next twenty or twenty-five years, and that the increase of population will be attended by a greater average daily per capita consumption of water. This consumption is estimated variously at from 80 to 150 gallons per day, and may fairly be assumed at about 90 gallons as a safe minimum. Accordingly, if provision for a population of 260,000 at this latter rate is to be made now, a total daily quantity of about 24,000,000

...has proved to be inadequate during the past three years to meet the demands for water during the extreme hot and cold seasons, without resorting to restrictive measures which entail not only large outlays for the inspection of the water pipes and fittings in every building supplied, and for the regulation of the consumption and pressure throughout the city, but also great inconvenience and in many cases danger to health on account of the failure of the water at such times to rise to the upper stories of most commercial buildings, apart...

of mill privileges alone, and that no settlement for ordinary riparian rights has been undertaken. It is thought that no appreciable damage will accrue to the latter class of owners, as some water will doubtless continue to flow through the streams even in times of extensive drought.

Before closing this report allusion should also be made to the possible claim of the owners of water power along the Genesee river in this city for damages which might result to them by reason of the diversion of the said additional supply from the upper river into our water mains. Desirous of thoroughly investigating every phase of the question, your committee has made many inquiries in relation to this subject, and are of the opinion that both the probability of a suit for damages on the part of the water-power owners, and the possibility of such owners to recover substantial damages against the city, are rather remote contingencies in view of the fact that the total quantity of water which will thus be diverted from flowing into the upper river is only a small fraction of the latter's aggregate volume in dry seasons.

Appended is a report from the chief engineer of the water works, also a brief note from the members of the water supply committee of the chamber of commerce expressing their concurrence with the recommendations submitted in the foregoing report of your committee. It will be noticed that the estimates given in the engineer's report are considerably higher than those presented by the other experts on former occasions, and for this reason we deem it proper to subject them to a rigid scrutiny before naming any specific sum in which the city should be bonded to meet the costs of the proposed new works.

Respectfully submitted,
S. D. W. CLEVELAND,
T. MCMILLAN,
J. MILLER KELLY,
WM. H. SULLIVAN.

Dec. 15th, 1890.

We have to say that we concur in the recommendations of the report as read in our hearing.
W. H. GORSLINE,
CLINTON ROGERS,
WM. S. KIMBALL,
JAMES G. CUTLER,
J. E. BOOTH.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

[The Report of the Chief Engineer of the Water Works Department will be published hereafter.]

COMMUNICATIONS FROM THE MAYOR AND OTHER EXECUTIVE OFFICERS AND THEIR REFERENCE.

By the Clerk—

OFFICE OF THE OVERSEER OF THE POOR,
ROCHESTER, Dec. 1, 1890.

To the Honorable, the Common Council of the City of Rochester:

GENTLEMEN—The undersigned, Overseer of the Poor of the city of Rochester, would respectfully report that during the month of October he has relieved 421 families in the following manner:

Orders on poor store	$1,115 50
Orders on coal yard	352 80
Orders for burials	73 00
Order for shoes	55 25
Total	$1,596 55
Less amount charged to towns	71 25
Total to city	$1,525 30

All of which is respectfully submitted,
B. RITZENTHALER, Overseer of the Poor.

Ordered received, filed and published.

By the Clerk—

REPORT OF THE POLICE CLERK FOR THE MONTH OF NOVEMBER, 1890.

POLICE COMMISSIONERS' OFFICE,
December 4, 1890.

GENTLEMEN—I respectfully submit the following as my report for the month of November, 1890:

Nov. 1890.	Crime.	Penalty.	Paid.
1—Dennis Keshan	Drunk	$10	$
2—John Cain	"	10	
James Stewart	"	5	
Dennis Meehan	"	10	
4—Robt. Patterson	"	3	3
5—Joseph Delanty	"	10	
John Jacket	pet. larceny	50 & 6 mo.	
6—Patrick Sullivan	drunk	10	
Lyman McGrath	"	10	
Thos. Moss	"	5	
Annie Powell	"	10	
7—Joseph Barry	"	10	
8—Wm. Powell	vio. ord.	50	
Anson Lamberson	drunk	5	5
10—Wm. Grant	"	10	
Wm. C. Pither	pet. larceny	50	
Peter Heronimus	drunk	cost	3
Ignatz Dilly	"	cost	3
Philip Kelly	"	10	3
Richard Turner	public intox.	10	
Mary Wallis	drunk	10	
Alex. D. Soncie	"	5	
Frank B. Shearer	public intox.	10	
Philip Kremple	assault	10	10
Jacob Kremple	"	10	10
John Skipworth	drunk	cost	3
Frank Waldorn			
11—Frank Vanwie			
Geo. Yatey	petit...		
Dennis Meehan	dr...		
John Donovan			
Mary Wilton			
Wm. Nolan			
12—James Morgan	as...		
Louis Hoff	vio...		
Sarah Davidson	on a...		
" "	cash...		
13—Alex. Pedans	dru...		
John Johnson			
John Coyle	assa...		
14—John Sullivan	dr...		
Frank Murray			
Fred Ensign			
Eliza Colliver	cos...		
15—Mary Murphy			
Catharine Scanlan			
Chas. Geiger			
Thos. Conway			
John Blener	as...		
Joseph Donovan			
Bernard Fischer			
Sarah Davison	sellin... with'...		
17—Wm. Bergan	d...		
Martin Quinn			
Joseph Smith			
Frank Tauner			
John Elter			
Rudolph Storms			
Thos. Connolly	as...		
Thos. Conway	dr...		
Gabriel Kuhn	as...		
18—David Maney	d...		
Maggie Clancy			
Chas. J. Pomeroy			
19—Maurice Mulqueen	sellin...		
John Reagan			
21—Joseph Hoffner	pe...		
Mary Tauner			
Patrick Daly			
Theresa Newman			
Fred D. Price			
James W. Smith			
24—Joseph Lashro			
John Johnson			
John Lysaight			
Wm. Talbot			
Harry Brown	a...		
Mich. Drischel			
Thos. Buckley	vio...		
25—Joseph Sperrill	ex...		
John F. Brown	d...		
Wm. Burgess			
26—George Smith			
28—Thos. Hagan	drunk	10	
29—Gustave Hendrix	"	10	
Jacob Miller	"	5	
Chas. Marshall	"	10	
Henry Thompson	"	10	
Henry Dalley	assault	50	
Elmer Schultz	"	50	
Joseph McLean	"	50	
Geo. Coxon	"	10	5
30—Ernest Busser	drunk	10	

Total police fines, etc.	$254 60
Nov. 17—County of Monroe—Services rendered by Joseph S. Howarth, October, 1890	52 00
Total police fund	$306 60

POLICE PENSION FUND.

Nov. 14—... ... of ... ...

Unclaimed property	4 25
29—Billiard and pool table license	37 00
Total Pension Fund	$100 85

STATE OF NEW YORK, County of Monroe, City of Rochester, ss:

I, B. Frank Enos, Police Clerk of said city being duly sworn, doth depose and say that the foregoing report contains a true and correct statement of all the moneys received by me as such clerk during the month of November, 1890, for fines, penalties and costs imposed by the Police Justice of said city. Also, for moneys received for the Police Pension Fund, and for services rendered the County of Monroe.

B. FRANK ENOS, Clerk.

Sworn to before me this 5th day December, 1890.
B. KEELER, Commissioner of Deeds.

Ordered received, filed and published.

By the Clerk—

OFFICE OF THE EXECUTIVE BOARD,
ROCHESTER, N. Y., Dec. 4, 1890.

To the Honorable the Common Council of the City of Rochester:

I have the honor to transmit herewith as required by law:

First—Monthly Report, showing expenditures made by the Executive Board for all purposes, during the month of November, 1890:

Orders drawn on the City Treasurer:

For labor	$13,385 30	
Amount certified to Common Council Nov. 28, 1890	137,041 46	
Total		$150,426 76
Classification:		
Highway fund	$ 14,349 21	
Water pipe fund	7,007 72	
Water Works fund	9,404 50	
Fire Dep't fund	11,002 85	
Street sprinkling funds	3,414 15	
Local Improvement funds	105,248 33	
Total		$150,426 76

2d. Balances in Funds Dec. 1, 1890:

Dr.		
Street Sprinkling funds	20,455 80	
Local Improvement funds	407,146 42	
		$427,602 22
Cr.		
Highway fund	$ 27,199 24	
Water pipe fund	2,284 79	
Water Works fund	45,807 98	
Fire Department fund	34,509 79	
City Treasurer		$317,020 42
		$427,602 22

Respectfully submitted,
THOS. J. NEVILLE, Clerk.

Ordered received, filed and published.

From the Treasurer.

CITY TREASURER'S OFFICE,
ROCHESTER, Dec. 15th, 1890.

To the Honorable the Common Council:

GENTLEMEN—I hereby certify that the Executive Board have notified me that the works or improvements authorized under ordinances hereinafter mentioned have been completed; that I have, pursuant to the provisions of the Charter, ascertained the entire and aggregate expense of and connected with the same respectively, including any interest that the city shall incur, or is entitled to for the use of its funds, and that the respective amounts thereof are as follows:

No.	Ordinance and Improvement.	Expense.
4,118	Sixth Ave. Pipe Sewer	$ 1,274 64
4,155	Plymouth Ave. Pipe Sewer	1,108 59
4,143	Summer St. Pipe Sewer	832 80
4,068	Thrush St. Plank Walk	208 68
4,134	South York St. Plank Walk	509 79
4,106	Locust St. Plank Walk	333 41
4,157	Moran St. Plank Walk	128 02
4,163	Broezel Park Plank Walk	82 71
4,103	Brown St. Sweeping and Cleaning	400 00
4,007	Tremont St. Sweeping and Cleaning	126 62
4,033	Madison St. Sweeping and Cleaning	114 00
3,944	Frank St. Sweeping and Cleaning	219 79
3,929	Lake Ave. Sweeping and Cleaning	1,000 00
3,913	Alexander St., Sec. 2, Sweeping and Cleaning	214 91
4,124	South Goodman St. Brick Impt	9,036 34
4,080	Caroline St. Medina Improvement	11,157 51
3,838	Minerva Place Asphalt Impr'mt	2,758 11
4,074	Hart Ave. Asphalt Improvement	7,601 66
4,137	Carlton Place Asphalt Improvem't	10,430 03
3,934	Spring St. Asphalt Improvement	24,682 99
4,073	Lorimer St. Asphalt Improvement	24,004 33

V. FLECKENSTEIN, Treasurer.

Ordered received, filed and published.

LOCAL IMPROVEMENT ASSESSMENTS.

By Ald. Shelter—Whereas, The City Treasurer has ascertained and reported the entire and aggregate expense of, and connected with, the several following improvements, including any and all interest that the city has paid or has or shall become liable to pay upon account of any and all orders or notes issued by the city to pay the expenses of such improvements respectively adjusted by this common Council as thus reported, and the respective portions or parts of the city on which the said expenses are hereby directed to be assessed and which this Common Council deems will be benefitted by the improvements respectively, are as stated and described in the final ordinances relative to the improvements, respectively, and that the names and expenses of the improvements thus to be assessed, are as follows viz.:

Ordinance No. 4,124, South Goodman street brick improvement; the expense is $9,036.34.

Ordinance No. 4,080, Caroline street Medina improvement; the expense is $11,157.51.

Ordinance No. 3,838, Minerva Place asphalt improvement; the expense is $2,758.11.

Ordinance No. 4,074, Hart avenue asphalt improvement; the expense is $7,601.66.

Ordinance No. 4,137, Carlton Place asphalt improvement; the expense is $10,430.03.

Ordinance No. 4,073, Lorimer street asphalt improvement; the expense is $24,004.33.

Ordinance No. 3,934, Spring street asphalt improvement; the expense is $24,682.99.

And it is further determined, that the taxpayers to be assessed for making the foregoing improvements, viz.:

South Goodman street brick improvement.
Caroline street Medina improvement.
Minerva Place asphalt improvement.
Hart avenue asphalt improvement.
Carlton Place asphalt improvement.
Lorimer street asphalt improvement.
Spring street asphalt improvement.

May pay their assessment in three equal payment, as follows:

One-third within thirty days from the first publication of the advertisement of the notice of the assessment roll by the City Treasurer; one-third within one year from the confirmation of such roll; and the remaining one-third within two years from the confirmation of such roll. On all sums paid prior to the maturity of said last installment, a discount will be allowed at the rate of six per cent. per annum.

Ordinance No. 4,033, Madison street sweeping and cleaning; the expense is $114.

Ordinance No. 4,007, Tremont street sweeping and cleaning; the expense is $126.62.

Ordinance No. 3,931, Alexander street, Sec. 2, sweeping and cleaning; the expense is $214.91.

Ordinance No. 3,944, Frank street sweeping and cleaning; the expense is $219.79.

Ordinance No. 4,103, Brown street sweeping and cleaning; the expense is $400.

Ordinance No. 3,929, Lake avenue sweeping and cleaning; the expense is $1,000.

Ordinance No. 4,163, Brozel park plank walk; the expense is $82.71.

Ordinance No. 4,157, Moran street plank walk; ...

Adopted.

By Ald. Shelter—Resolved, That all persons interested in the subject matter of each and all improvements contemplated to be made in or by any ordinance or resolution adopted or passed at this meeting and the expense whereof, in whole or in part, is contemplated to be paid by a local assessment, are hereby directed to attend the Common Council on Tuesday, the 30th day of December, 1890, at 7 o'clock p. m., at the Common Council Chamber, when allegations relative thereto will be heard, and that the Clerk be and he is hereby directed to publish for four secular days continuously in The Union and Advertiser and the Abend Post and Beobachter, notice thereof as is required and in the manner specified by Section 172 of the City Charter. Adopted.

FINAL ORDINANCES.

CITY CLERK'S OFFICE,
ROCHESTER, N. Y. Dec. 16, 1890.

To the Honorable the Common Council of the City of Rochester:

GENTLEMEN—Agreeably to your directions given at your last meeting in reference to the following named contemplated improvements, I caused to be published daily for four days, in the Union and Advertiser and Abend Post and Beobachter, two daily newspapers printed in the city of Rochester, notices of said improvements, which notices respectively specified said improvements, the estimated expense thereof, the amount, if any, to be paid from the public treasury, and the portion or part of the city to be assessed for the rest of the expense, and requiring all persons interested in the subject matter of such improvements respectively, to attend the Common Council on Tuesday evening, December 16th, 1890, at 7 o'clock p. m., at the Common Council Chamber, when allegations would be heard in reference to such improvements, viz.: PETER SHERIDAN, City Clerk.

FINAL ORDINANCE NO. 4,205.

SIBLEY STREET SEWER.

On motion of Ald. Judson, the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz.:

An ordinance to construct a pipe sewer in Sibley street, from Bates street to Guenther street.

And after hearing such allegations from all persons appearing,

The Common Council of the city of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The construction of a vitrified pipe sewer, 12 inches in diameter in Sibley street, from the center of Bates street to the Guenther street sewer. Also the construction of the necessary manholes, surface sewers, lot laterals, branches, roadway grading and gutter formations.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $2,460 which being deemed reasonable, is hereby approved; and the whole expense of such improvement is hereby directed to be assessed upon the following portion and part of the city which this Council deem proper to be so assessed for, and will be benefitted by such improvement, to wit:

One tier of lots and parcels of land on each side of Sibley street, from the west line of Bates street to the center of Guenther street. Also the land fronting on the west end of Sibley street.

Adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

FINAL ORDINANCE NO. 4,206.

MAPLEWOOD AVENUE SEWER AND OUTLET.

On motion of Ald. Judson, the Common Council proceeded to hear allegations in relation to the improvement described in the following ordinance, viz:

An ordinance to construct a pipe sewer in Maplewood avenue and across lots, from near Rose street to Lake avenue.

And after hearing such allegations from all persons appearing,

The Common Council of the City of Rochester do ordain and determine that the following improvement is necessary and should be made, to wit:

The construction of a vitrified pipe sewer 12 inches in diameter in Maplewood avenue, from a point 180 feet south of Rose street to the center of Riverside avenue; also, the construction of a vitrified pipe sewer 15 inches in diameter, from the center of Riverside avenue, northerly across private lands supposed to belong to James Gorsline, to a point 4 feet south of the north line of said Gorsline's property, and the construction of a vitrified pipe sewer 15 inches in diameter, from this point westerly on a line parallel with and 4 feet south of said north line, across private lands supposed to belong to said Jas. Gorsline, to the sewer in Lake avenue. Also, the construction of the necessary surface sewers, manholes, lot laterals, and connections therefor; the necessary roadway grading and gutter formations, and the acquirement of the necessary easements in and right of way through the lands heretofore mentioned and supposed to be owned by James Gorsline. That portion of the sewer between Riverside avenue and the north line of said Gorsline's property, to be located parallel with, east of, and near the west line of lots 16, 16, 58 and 59, as shown on a map of J. Gorsline's re-subdivision of lots 10 and 11 of the 20,000 acre tract, formerly of the town of Greece, now of the city of Rochester, filed in the office of the Clerk of Monroe county, in liber 8 of maps, on page 66.

And the City Surveyor, under direction of this Council, having made and reported as an estimate of the expense thereof, the sum of $4,800, which being deemed reasonable, is hereby approved; and the whole expense of such improvements is hereby directed to be assessed upon the following portion and part of the city which this Council deems proper to be so assessed for, and will be benefitted by such improvement, to wit:

All the territory included within and described by the following boundary lines, viz: Beginning at the intersection of the north line of property owned by James Gorsline, with the east line of Lake avenue, said point being on the north line of of lot No. 10 of the 20,000 acre tract; thence southerly along the east line of Lake avenue, excepting one tier of lots on the east side thereof to the south line of lot No. 8 of the Maplewood and Lake Avenue Association; thence easterly along the south line of lots Nos. 8, 20 and 32 of said association to the top of the west high bank of the Genesee river; thence northerly along the top of said west high bank of the Genesee river to the center of Riverside avenue; thence westerly along the center of Riverside avenue to a point 1,200 feet east of Lake avenue; thence northerly on a line parallel with and 1,200 feet east of Lake avenue to the north line of James Gorsline's property; thence westerly along the north line of said Gorsline's property to the place of beginning. Also, a strip of land 100 feet in depth on the north side of and adjoining the said Gorsline's property, and extending from Lake avenue, easterly, 980 feet excepting lots 95, 97, 98, 99 and 100, as laid down on a map of a re-subdivision; of lots 10 and 11 of the 20,000 acre tract, made by James Gorsline, and, also, excepting lots 79, 80, 81, 198 and 199, as laid down on a map of Maplewood and Lake Avenue Association, in proportion to the benefit which each will derive therefrom.

Ald. Kelly presented a right of way and easement for the Maplewood avenue sewer from James Gorsline to the city of Rochester. Ordered received and filed.

The final ordinance for Maplewood avenue sewer was then adopted by the following vote:

Ayes—Ald. Tracy, Sullivan, McMillan, Fee, Rauber, Lempert, Cleveland, Shelter, Hall, Judson, Schroth, Bohrer, Kelly, Lewis—14.

Ald. Kelly moved that action on the pending final ordinance for Jay street sewer be further postponed six weeks. Adopted.

Ald. Rauber moved that the final ordinance for ...

...sewer, from the center of Clinton street to the south end of the proposed sewer.

And Whereas, The City Surveyor, under the directions of this Council, has made an estimate of the whole expense thereof, and reports the same at $5,000, which estimate is hereby approved.

Resolved, further, that the following portion of said city is deemed benefited and properly ought to be assessed by a local assessment for the whole expense thereof, viz.:

One tier of lots and parcels of land on each side of N. Clinton street, from Andrews street to a point opposite the south line of lot No. 59 of the Andrews and Atwater tract, owned by Joseph Wile. Also, one tier of lots and parcels of land on each side of Franklin street, from N. Clinton street to the angle in the west line of Franklin street, distant 250 4-10 feet north of North avenue, ... along the west line of Franklin street, in proportion to the benefit which each will derive there...

Bastable, U. Charles,	Bayer, Ed.,	Caring, Frank W.,	Conklin, Henry V.,
Bossald, Louis F.,	Backus, Harry E.,	Cutler, J. B.,	Child, J. H.,
Butler, James P.,	Burke, Sarah,	Clark, H. V.,	Connors, John,
Boss A.,	Bump, Duane A.,	Churchill, F. L.,	Covell, Henry C.,
Babcock, Mortimer F.,	Bryant, Chas. W.,	Cherain, Charles,	Culver, J. Z.,
Belknap, Geo.,	Baldwin, Cornelius,	Crittenden, De L.,	Chamberlain, P.,
Beattie, Chas. M.,	Bowerman, J. C.,	Callihan, P.,	Cole, Anthony,
Benson, Wm. M.,	Bartels, C. L.,	Churchill, W. W.,	Cook, Chas. S.,
Baker, Hiram L.		Cushman, A. H.,	Campbell, T. C.,
		Carroll, Wm.,	Carnochan, Wm. E.,
		Chapin, L. S.,	Carle, A.,
		Campbell, G. G.,	Champion, Jeff,
		Crittenden, F. B.,	Crittenden, W. B.,
		Chester, Thomas,	Clarke, J. T.,
		Cochrane, James,	Crouch, F. P.,
		Cleary, J. P.,	Carnahan, Geo. A.,
		Cory, Edson L.,	Cummings, G. H.,
		Cherry, W. E., Jr.,	Covill, D. L.,
		Cummings, Scott,	Clarke, Florence A.,
		Casey, James H.,	Cook, John C.,
		Chaffey, H. J.,	Cole, Wray L.,
		Carson, Wm.,	Carson, Chas. B.,
		Casey, James W.,	Chapman, Eugene J.
		Curran, Geo. A.,	Clark, Millie C.,
		Cliles, Lewis T.,	Calen, W. T.,
		Clark, Julius J.,	Geo. H. Clarke,
		Connors, John,	Chase, Maynard H.,
		Callaan, Martin J.,	Croft, M. K.,
		Cooper, Wm. B.,	Chester, Louis E.,
		Curtis, Wendell J.,	Clark, Freeman,
		Conley, Leroy G.,	Cox, Geo. W.,
		Cooper, Jas. H.,	Chase, Benj. B.,
		Cunningham, M. F.,	Cowles, F. E.,
		Curtis, John G.,	Connaughton, P. E.,
		Dowling, Katherine J.,	Darrow, Erastus,
		Devos, Jacob J.,	Donivan, Louis J.,
		Drees, August,	Dobbin, S. L.,
		DeMallie, Martin,	Duffett, Wm. H.,
		Dailey, John,	Desmond, John,
		Davidson, C. C.,	Drake, Fred E.,
		Davy, Burton H.,	Dowd, George M.,
		Davis, C. A.,	DaLee, Fred A.,
		Draude, F. X.,	Dunham, D. W.,
		Dean, G. F.,	Dauningburg, Wm.,
		Dubelbeiss, C. W.,	Dorthy, John A.,
		Dunbar, N. L.,	Daus, Louis H.,
		DeMallie, Isaac,	Dobbin, M. L.,
		Draper, H. S.,	Dickinson, Frank W.,

Butler, C. T.,	Bruff, Chas. A.,
Brown, James H.,	Bainbridge, J. P.,
Block, Alvin,	Bassett, Wayland G.,
Bradley, W. T.,	Beach, J. S.,
Benjamin, D. S.,	Bohrer, George,
Boyd, John F.,	Backus, Charles,
Blackmer, Fred H.,	Bailey, Thos. J.,
Bradstreet, Samuel W.,	Bottum, Frank M.,
Barnes, J. C.,	Brayer, Wm. W.,
Butler, Ralph,	Brockett, ... A.,
Babcock, C. W.,	Butler, Jas. H.,
Burch, Frank G.,	Blauw, August,
Brayer, Edward J.,	Boylan, Thomas M.,
Brittenstool, J. A.,	Bishop, Frank D.,
Burke, Ellen E.,	Benedict, Abraham,
Brewster, Harry L.,	Bremen, Henry ...,
Bernhard, John W.,	Bayer, Frank ...,
Hall, Norris,	...

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Dec 19th/90.
Union & ad.

Meeting of Parties Interested in the East Side Trunk Sewer.

Last evening a number of the members of the East Side Taxpayers' Association assembled in the office of the Executive Board to meet Samuel M. Gray, the engineer who is examining Engineer Kuichling's plans for the new East Side trunk sewer, and offer any objections and suggestions as they saw fit. Among those present were Mayor Carroll, Alds. Lempert, Hall and Lewis, W. H. Gorsline, George H. Newell, F. J. Amsden, Mathias Kondolf, A. S. Mann, R. Y. McConnell and Secretary J. Y. McClintock of the Chamber of Commerce.

Frank J. Amsden said: "As secretary of an organization which now numbers nearly 500, and many more who are with us and have not signed, I wish to say to Mr. Gray that we have not organized to oppose this east side trunk sewer project, but to try to have it constructed so that it will give the most practical result possible. We do not want to have a sewer for present use, but for future service. We do not want to have it repaired and reconstructed in another decade." Mr. Amsden said he meant that the plans should be comprehensive enough to provide for the wants not only of the present population, but also those likely to be citizens in the future.

George H. Newell said the engineer should be thoroughly informed of the directions in which the city is advancing so that he might not be hampered in his investigation. He also said he hoped sufficient time would be taken for a comprehensive survey and study of the undertaking projected.

Mathias Kondolf said he objected to Mr. Kuichling's plan for beginning the sewer on Norton street. He said: "The park commissioners have bought some $100,000 worth of land and expect to buy $50,000 more. As the river is very shallow at this point, in the summer, if we are to have the sewage of the east side dumped here, we might just as well have no parks at all. Of course, when the river is high, the sewage will be carried off all right, but in low water the river is very bad without any sewage." Mr. Kondolf proceeded to explain a plan of his own for the interception of the sewage on the east side. He proposes to have one comparatively small outlet sewer beginning near Baetzel's brewery on North Clinton street and running north to a point opposite Emerson's ice pond, and thence west to the river. This is to drain that portion of the city. The main sewer would have two branches—one north of the canal and the other south—and they would join on the Culver road not far north of the railroad. The southern branch would cross the canal at the widewaters, and would not differ very greatly from the line of Mr. Kuichling's sewer south of the canal. The northern branch would start east of St. Joseph street, in the vicinity of Weyl street, and would go directly east to North avenue, proceeding through the property known as the Schenck farm to the point of junction on the Culver road. From here the trunk sewer would go east and empty into the bay. The plan, however, contemplates the purchase of five or six hundred acres of land east of the city and the filtration of the sewage in this sandy soil by means of open canals. Mr. Kondolf says that his plan would only cost about half as much as that of Engineer Kuichling.

Mr. Gray listened to all the suggestions offered but expressed no opinion. He leaves this evening for his home but expects to pay another visit to the city before completing his report, which he expects to present some time next month.

D&C. Dec 19th/90.

THE EAST SIDE SEWER.

Consultation with Mr. Gray—Mathias Kondolf's Plan.

Samuel M. Gray, the expert engineer who is examaning Engineer Kuichling's plans for the proposed East Side trunk sewer, invited all members of the East Side Tax-Payers Association, through George H. Newell, the president of the association, to meet him at the Executive Board rooms last evening for the purpose of stating any objections, or offering any suggestions they might desire.

Besides, Aldermen Lempert, Hall and Lewis of the East Side sewer committee of the council, there were present, Mayor Carroll, Engineer Kuichling, W. H. Gorsline, Secretary McClintock, Robert McConnell, Mathias Kondolf, F. J. Amsden, William Bee, A. S. Mann and George H. Newell.

Nothing very important in the way of allegation was offered against Mr. Kuichling's plans. Messrs. Amsden, Newell and Mann stated the attitude of the association. They said that its purpose was not opposition, but simply to insure the carrying out of the best plans, in the best manner. The conference was entirely informal, but Mr. Kondolf submitted an entirely new plan, or its outlines for Mr. Gray's consideration.

Mr. Kondolf's plan was after the German sewage farm system and he urged it for two reasons: First, that it would not cost more than half what a trunk line sewer after Mr. Kuichling's plans will cost; and second that the valuable portion of the sewage could be saved for fertilizing purposes.

Mr. Kondolf would follow Mr. Kuichling's line from the point near the river to the junction of South avenue, with South St. Paul street east to the Kondolf ice ponds, except that he claims at no point would the sewer need to go below twelve feet. Beginning at the northern part of the city, following Mr. Kuichling's route, he would carry a sewer along Norton street and follow [illegible] the two sewers connect at some point on the Culver road. He would have the city purchase some 400 or 500 acres of land outside the city limits and from the point where the two sewers [illegible] [illegible] land, or [illegible] and [illegible] construct open canals, and use the farm for filtering the sewage. The solids could be, he says, sold to the farmers for fertilizing purposes, and he thinks the soil is so sandy that there would be little if any stench arising from the sewage. He claims this plan would do away with the tunneling on Norton street, and that with two or three branch sewers all the east side would be entirely drained.

One point urged against Mr. Kuichling's plan of using the lower river as an outlet is that the water in the summer season is low at the point where his plans mark the outlet. Mr. Kuichling says however, that the point of outlet is not necessarily fixed: that but a few feet lower down the river than the point indicated on the map, the soundings show from twenty to twenty-four feet of water.

Mr. Gray expects to return to his home the latter part of the week but will make another visit to Rochester before he presents his report.

STATE AND COUNTY TAX

It Will be $100,439.39 Less Than Last Year.

A VERY INTERESTING TABLE

How Rochester Fared in the Equalization—Ninety-six Cents Less Tax on a Thousand Dollars' Worth of Real Property.

When the Board of Supervisors adjourned last Monday until the the following Monday they did so in order to allow Clerk Bastable to extend the state and county tax and submit the same for the consideration of the supervisors when they reconvened. The work is necessarily a difficult one and is rendered still more so by the limited amount of time allowed the clerk. As may be seen by the subjoined table the tax is less by over $100,000, or 96 cents per $1,000, less tax on real property than it was last year.

Few people understand that the towns of the county have no means to pay such expenses as the support of the town poor, roads and bridges, fees of constables and justices of the peace, election and printing expenses, etc., and all such amount are turned in to the clerk who includes the same in the state and county tax. Some of the town expenses will be over $10,000 this year, aside from the state and county tax. The state and county tax is spread on the total equalized real and personal property.

Clark Bastable has almost completed his work and has done it with promptitude and precision.

The taxes for last year are also given in the following table for the purpose of comparison.

Towns and City.	Proport'on State and County tax 1889.	Proport'on State and County tax 1890.	Rate on $1,000 Real 1890.	Rate on $1,000 Real 1889.
Brighton......	$9,565 72	$8,833 23	$6 32	$6 00
Chili........	10,859 52	8,352 67	6 08	7 16
Clarkson.....	7,241 63	4,927 61	7 07	7 97
Gates........	9,165 10	9,119 01	5 65	6 46
Greece.......	16,790 46	14,119 63	6 30	6 97
Hamlin.......	8,561 89	6,465 13	9 79	10 46
Henrietta....	10,447 45	7,089 51	6 78	7 56
Irondequoit..	8,834 00	8,542 77	5 50	5 31
Mendon.......	10,800 15	8,084 75	5 96	6 47
Ogden........	11,489 24	8,380 59	5 87	6 78
Parma........	10,116 73	7,165 54	6 34	6 75
Penfield.....	8,835 59	6,193 62	6 51	7 15
Perinton.....	12,871 00	10,741 60	5 07	5 40
Pittsford....	8,130 30	6,270 04	5 80	6 90
Riga.........	10,303 96	7,692 54	6 62	7 13
Rush.........	7,986 95	5,426 49	5 07	6 80
Sweden.......	15,546 00	12,020 80	7 65	8 48
Webster......	7,091 13	5,350 45	6 35	7 28
Wheatland....	3,992 35	6,072 06	6 68	8 85
Total Towns	$189,797 80	$147,797 78		
Rochester....	$368,431 02	$309,991 65	$3 84	$4 80
Tot'l County	$558,228 82	$457,789 43	......	......

—To-night Professor H. L. Fairchild of the University, will talk to the Chamber of Commerce on the "Geology of Natural Gas in Relation to Rochester." An invitation is extended to all who are interested in the subject, whether they are members of the Chamber of Commerce or not.

—An enternainment and ball will be given [illegible]

D&C Dec 20th/90.

GAS AND GEOLOGY.

Professor Fairchild['s] Talk [to the] Chamber of Commerce.

Professor H. L. Fairchild of the University had upwards of fifty members of the Chamber of Commerce, for an audience last night, where at the rooms of the chamber he talked for an hour or more upon "The Geology of Natural Gas in its Relation to Rochester." Professor Fairchild was introduced by William C. Barry. At the opening of his his remarks the professor had this to say germane to the subject.

"Are we in the gas belt? Can we obtain gas by boring?

"'Frankly I don't know. If I did my information would be worth a great deal of money.

"'Any discussion of natural gas needs to be based upon the geological and geographical location. There is little doubt that all forms of bitumen, that is, oil, gas, etc., are the result of vegetable decomposition. Such substances are usually found concealed in shales of limestone."

Professor Fairchild next explained the accumulation of clay beds in the sea; and the formation of limestone from calcareous skeletons and shells. Bearing in mind that the gas and oil were thus derived, there were two theories regarding the process of formation; primary decompostion, and by secondary decomposition, that is that gas and oil have been driven off from the shale. The latter theory, he thought, was most applicable to the gas and oil fields of Pennsylvania. The first theory explained the presence of gas and oil in the Trenton limeston, such as is found in Ohio and Indiana.

Professor Fairchild next dealt with the scientific composition of gases, such as is known as marsh gas, and the fire gas. He said that the gas of Indiana was different from that of Ohio or Pennsylvania, as it had more sulphur and was heavier and had more color. The process of decomposition of vegetable matter was explained, and the manner in which the carbon is given off. Geologically, rock gas occurs at all horizons.

To assist in his lecture Professor Fairchild exhibited charts showing the various oil areas. The Oriental nations, he said, had been using natural gas for ages. Geologically gas was distributed in all the rocks and geographically, quite over the United States. There was no gas in the Appalachian chain, nor in the rocks of New England. Little if any gas was to be found east of the Appalachian highlands. The chief horizons for gas, however, were the Trenton lime stone, and the Devonian shales. The conditions under which the oil and gas occurs in Ohio and Indiana, Professor Fairchild said, are peculiar, and it can hardly be hoped to duplicate them. It was found in a porous layer of lime stone, and was usually in fixed limits as to height.

Professor Fairchild went into the detail of the geological strata underlying Rochester and other portions of New York state.

THEY WILL FIGHT.

The Shoemakers Decide to Stand by Their Last Proposition.

Two thousand shoemakers attended the mass meeting at the City Hall yesterday morning. The meeting was held with closed doors and all outsiders were excluded. A number of non-union shoemakers were among the number excluded. The object of the meeting was to take a vote of the shoemakers as to whether the locked out men would return to work under the provisions of the manufacturers' manifesto.

The meeting was called to order by Joseph Bauer. James Malley was made chairman and Frank A. Sieverman secretary. The first speech was made by Mr. Malley, and he was followed by Mr. Sieverman, who urged the men to stand firm. A vote was then taken, and it was resolved by a unanimous vote to adhere to the last proposition made to the manufacturers, the text of which was published in the DEMOCRAT AND CHRONICLE yesterday morning. The strike committee was increased to twenty-one in number, one man being taken from each shop, included in the Manufacturers' Association.

Secretary Skeffington then made an address in which he outlined the plan of campaign to be adhered to, during the continuation of the trouble. The meeting lasted until nearly 12 o'clock and at its conclusion several members of the Shoe Council went to Fairport and had a conference with the striking shoemakers of that village. Secretary Skeffington left for New York during the afternoon. The executive council of the American Federation of Labor will meet in New York on Tuesday and it will be attended by representatives of local branches of the International Union in this city. There is no doubt but that the boycott will be resorted to, but whether it will be placed only on the output of the Cox factory or on the output of the shops represented in the Manufacturers' Association remains to be seen.

[illegible] Dec 20th/90

In Common Council, Dec. 16, 1890.

By Ald. Cleveland—

REPORT ON AN ADDITIONAL WATER SUPPLY FOR THE CITY OF ROCHESTER, N. Y., BY E. KUICHLING, CHIEF ENGINEER OF WATER WORKS, DECEMBER 16, 1890.

To the Committee of the Common Council on Increasing the City's Water Supply:

GENTLEMEN: In response to your request to submit estimates for obtaining a large additional supply of potable water for this city from Hemlock and Canadice lakes, Conesus lake and Lake Ontario, the undersigned begs leave to submit herewith the following outlines of his investigations:

The present population of the city is about 139,000, and its potable water supply from Hemlock lake is, practically, limited to about 7,000,000 gallons per day, although a slight addition can be furnished occasionally from the storage reservoir at Rush. All of this water is actually consumed at the present time, together with a small amount of the storage, so that the regular consumption from this source averages 51 gallons per head per day. The Holly system furnishes about 2,000,000 gallons of water per day, from the Genesee river, to the central districts; but if the consumption of this quantity be distributed over the entire population, the average daily supply will become about 65 gallons per head. In most of the other large American cities, however, a much greater average consumption of water is observed, and it is not reasonable to assume that this city will remain satisfied with present limited supply, and with the restrictions to the use of the water which experience during the past few years has proved to be necessary. Furthermore, it must be remembered that any material increase of the discharging capacity of the existing conduit from Hemlock lake is highly improbable, and that, as the population increases, the available daily supply, per head, will become proportionally less. For these reasons, therefore, it is manifestly expedient to undertake the construction of a new conduit as soon as possible.

SOURCES OF SUPPLY.

Three available sources from which the required additional supply of potable water may be obtained are presented, viz.: Hemlock and Canadice lakes, combined; Conesus lake, and Lake Ontario. With respect to quality, there seems to be little choice between these waters, and, if either were distributed in the city mains, it is extremely doubtful whether any appreciable difference could be detected, provided that the intake was favorably located, in each case.

Without entering into further details, it will suffice to state that Canadice lake lies adjacent to, and about 200 feet higher than, Hemlock lake, the outlet of the former joining with that of the latter at a point about one-fourth of a mile below the foot of Hemlock lake. The flow from Canadice lake can very easily be diverted directly into Hemlock lake, so that the latter becomes practically, the place of beginning a new conduit. At ordinary low water, the surface of Hemlock lake is about 388 feet above the level of the Erie canal in the city, 264 feet above that of Mt. Hope reservoir, and 146 feet above that of Rush reservoir. By the line of the existing conduit, the distance from Hemlock lake to Rush reservoir is about 101,100 feet, while by the line recommended by Messrs. Fanning and Fteley, in their report made May 14, 1880, the same length becomes about 104,000 feet. From Rush reservoir to Mt. Hope reservoir the distance is about 45,100 feet.

Conesus lake lies parallel to, and a few miles west of Hemlock lake. At ordinary low water, its surface is about 310 feet above the Erie canal; 186 feet above Mt. Hope reservoir, and 68 feet above Rush reservoir. The distance from this lake to Rush reservoir is about 90,300 feet as given in Messrs. Fanning and Fteley's report, so that a conduit from this source would be 13,700 feet, or 2.60 miles, shorter than one from Hemlock lake. It may also be mentioned that Messrs. Fanning and Fteley regard Conesus lake "as the most desirable source for the city to adopt, and recommend that it be selected."

Lake Ontario lies about 250 feet below the level of the Erie canal in the city, and 390 feet below that of Mt. Hope reservoir. To avoid the influence of the roily and sewage polluted water of the Genesee river, the intake of a conduit for supplying the city must, necessarily, be located as far distant from the river as possible. As the prevalent winds are from the west and northwest, and from the peculiar configuration of the lake shore, it is obvious that no suitable location for an intake can be found at any reasonable distance easterly from the mouth of the river, and, hence, such a location must be found to the west thereof. For some miles in this direction, however, a series of swampy bays or ponds connecting with the lake, are encountered, whose waters are entirely unfit for domestic use, both by reason of excessive aquatic vegetation, and from the fact that they are contaminated by the drainage from nearly the whole of the northwestern quarter of this county. This area is, relatively, thickly populated, and contains a large number of villages and hamlets. In view of all these circumstances, the nearest available location for an intake on the lake shore appears to be at Braddock's point, which is about 8.5 miles west of the mouth of the river and fifteen miles, in a direct line, northwesterly from Mt. Hope reservoir. By the shortest practicable route, without crossing the city, this distance would become about seventeen miles.

QUALITY AVAILABLE.

The capacity of the proposed new conduit must, necessarily, depend to some extent upon the quantity of water which can be obtained from the drainage areas of the several sources. In the case of Lake Ontario no such consideration need be applied, as the supply is, practically, inexhaustible; but, with the two other sources, it becomes of interest to ascertain both the average and the probable least amount of water which the tributary water-shed delivers to the respective lakes. For this purpose recourse must be had to the statistics of rainfall and stream discharged in these localities. So far as can be learned, the only available data are contained in the report of Henry Tracy, C. E., to the State canal authorities in 1849, and in the two volumes of testimony taken in 1884 during the proceedings by the city of Rochester to acquire the right to draw its present water supply from Hemlock and Canadice lakes. From the first named document the following statistics are derived:

TABLE NO. 1, SHOWING CHARACTERISTICS OF HEMLOCK, CANADICE AND CONESUS LAKES AND WATERSHEDS.

	Hemlock Lake...	Canadice Lake...	Canadice Outlet..	Totals........	Conesus Lake.....
Depths along middle of lake ....feet	45 to 87	50 to 87			35 to 70
Average length of lake.......miles	6.00	3.13			7.80
Average width of lake........miles	0.60	0.33			0.63
Area of lake at low water.....acres	1,828	648		2,476	3,184
Area of lake at 5 feet below low water.......acres	1,544	568			2,884
Area of land constituting watershed, ...acres	25,726	8,235	3,515	37,476	36,786
Total area of watershed, including lake.......acres	27,554	8,882	3,515	39,952	39,960
Area of swampy land at head of lake by high water.......acres	113	45			616

In all of these cases, Mr. Tracy considers that the least annual rainfall is 22 inches, and that 40 per cent. of this depth will find its way into the lakes during the year. He also states that during the dry season of 1849, the flow from Hemlock and Canadice lakes averaged about 300 cubic feet per minute each, thus giving 600 feet per minute from both, which is equivalent to a flow of about 6,462,000 gallons per day. Similarly for the discharge from Conesus lake, during the same period, at a rate of 150 cubic feet per minute, equivalent to 1,615,000 gallons per day is mentioned.

From the testimony given in the aforesaid condemnation proceedings in 1884, the following data regarding particularly the Hemlock lake and its [illegible]

TABLE NO. 2, SHOWING MONTHLY AND ANNUAL RAINFALL, PERCENTAGE OF RAINFALL COLLECTED, AND EVAPORATION FROM WATER SURFACE AT HEMLOCK LAKE.

Months.	1876 In's.	1877 In's.	1878 In's.	1879 In's.	1880 In's.	1881 In's.	1882 In's.	1883 In's.	1884 In's.	Ave. In's.
	Rainfall at Hemlock Lake.									
January.......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0.644	1.773	1.60
February......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.112	[illegible]	1.615
March.........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1.871
April.........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May...........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June..........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July..........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August........	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September.....	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	......	[illegible]
October.......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	......	[illegible]
November......	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	......	[illegible]
December......	[illegible]	0.789	[illegible]	1.363	0.722	[illegible]	0.917	2.011	......	1.684
Totals........	......	......	33.125	30.189	31.462	27.585	32.960	34.357	......	36.433

Months.	Mean Monthly Rain-fall, 3 to 4 Years, 1880-1884, Ins	Depth of such Rainfall collected in Lake, In's.	Mean Percentage of such Rainfall collected, Per cent........	Assumed Average Depth from Lake surface, Ins.	Equivalent Loss From Lake surface in cu. ft. per min........
	Percentage of Rain Collectible.			Evaporation.	
January.......	1.639	0.790	48.[illegible]	0.336	60
February......	1.857	0.800	150.[illegible]	0.673	111
March.........	[illegible]	1.187	109.[illegible]	0.940	[illegible]
April.........	[illegible]	1.610	[illegible]	[illegible]	[illegible]
May...........	[illegible]	1.444	[illegible]	[illegible]	[illegible]
June..........	[illegible]	0.749	[illegible]	[illegible]	[illegible]
July..........	[illegible]	0.365	[illegible]	[illegible]	[illegible]
August........	[illegible]	0.121	[illegible]	[illegible]	[illegible]
September.....	[illegible]	0.156	[illegible]	[illegible]	[illegible]
October.......	[illegible]	0.399	[illegible]	[illegible]	[illegible]
November......	[illegible]	0.405	[illegible]	[illegible]	[illegible]
December......	1.917	0.703	41.4	[illegible]	60
Totals........	30.321	13.354	43.6	28.000	358

The foregoing exhibit of the rain-fall at Hemlock lake, discloses wide variations, both in the monthly distribution, and in the yearly totals. It is, also, worthy of remark, that the minimum annual fall of 22 inches, assumed by Mr. Tracy, in 1849, agrees very closely with the actually observed rain-falls for the years 1879, 1880 and 1882. Messrs. Fanning and Fteley have deduced a probable average minimum fall of 24 inches per year during three successive years, from the rain-fall records for fifty years at Rochester; but, inasmuch as the rainfall at Hemlock lake is, generally, somewhat less than in the city for the same years, it is fair to presume that the probable minimum at the former locality is also proportionately less than that of the latter. For these reasons, therefore, as well as on the presumption that the records have been properly kept, a minimum rain-fall of about 21 or 22 inches per year, for two or three consecutive years, may fairly be expected to occur on any of the water-sheds under consideration.

With reference to the average percentage of monthly and yearly rainfall which actually reaches the lakes from the tributary drainage areas, and thus become available for water-works purposes, it may be said that a comparison of the figures exhibited in the preceding table, No. 2, with those relating to other similar watersheds in Massachusetts, New York, New Jersey and Pennsylvania, reveals a very fair concordance; and it will therefore also be proper to apply the percentage observed in such other localities during unusually dry years to the drainage basins of the lakes in question. By proceeding in this manner the undersigned has reached the conclusion that in years of average rainfall about 47.25 per cent. of the mean annual precipitation of 26.433 inches will flow into the lakes, while in years of minimum rainfall not more than about one-third of the probable least precipitation of 20.929 inches can be collected.

After the water flowing from the land has reached the lake, however, it becomes subject to loss by evaporation from the surface, although a part of this loss is compensated for by the rainfall upon the lake itself. In ordinary years, the average depth of such evaporation may be assumed at about 28.00 inches, as given in table No. 2. But, in the dry years, a somewhat greater depth must be taken, and a depth of 30 inches has accordingly been selected as a conservative measure, under such conditions. The excess of evaporation over rain fall, on the surface of the lake, thus becomes 1.567 inches per year under average circumstances, and 9.071 inches per year, in dry seasons; and the volume of water represented by these latter depths must, therefore, be deducted from the corresponding annual volume derived from the watershed, in order to ascertain the quantity which remains available for the supply of the city. To show that this excess of evaporation over rainfall on the surface of the lake, becomes very appreciable, it may be stated that, in the case of Hemlock and Canadice lakes, whose aggregate area at low water is 2,476 acres, the loss of 9.071 inches in depth is equivalent to an average discharge of 1,670,900 gallons a day for an entire year.

It should also be observed that, if the desired daily supply for the city exceeds the available average daily contribution to the lake from the watershed in dry years, then a certain proportion of the water stored in the lake above the top of the conduit may be drawn out to make up for such deficiency. Manifestly, it will be unsafe to draw off the whole of this stratum in any one year, since it sometimes happens that two or three dry years will follow each other in succession; hence not more than about one-third of the stratum of water in the lake, above the top of the highest point in the pipe or conduit, should be so drawn off in any one year. The whole volume of storage water thus removed, in case of long drought, will again be accumulated in one or more succeeding wet seasons.

In the case of Hemlock and Canadice lakes the said storage stratum is about 4.50 feet below the ordinary low water level, and respectively 2 and 5 feet thick above the same level. For both lakes together the storage volume is about 3,246,990,000 gallons below and 1,899,100,000 gallons above low water, thus giving a total of 5,146,090,000 gallons, of which, however, not more than one-third, or about 4,700,000 gallons per day is safely available in the first dry year. In Conesus lake, on the other hand, a new conduit may be laid so as to give a storage stratum of five feet below and two feet above ordinary low water, thereby obtaining a total volume of about 7,032,981,000 gallons, one-third of which would afford 6,427,700 gallons per day for one year.

The depth of storage above low water in the several lakes might also be increased beyond the limits estimated in the foregoing, which are the present normal high water level; but, in that event, the rights for such increased flowage upon the lands adjacent to the lake would have to be acquired, and measures to prevent insalubrity, by reason of the periodical exposure of extensive submerged tracts, would likewise become necessary. Both of these procedures are costly and should not be resorted to until actual experience has demonstrated an urgent necessity therefore. It may, however, be expedient to acquire, at the present time, the proper legislative authority to raise the existing high water level in said lakes several feet, so that the work thereby involved can be undertaken in the future.

With the forgoing data an approximate computation of the probable average and minimum daily yields of water from Hemlock and Canadice lakes combined, may now be made as follows: First—With average rainfall, 47.25 per cent. of an annual precipitation of 26.433 inches may be collected in the lakes. This amounts to a depth of 12.50 inches upon an aggregate area of 37,476 acres of land, and to an average flow of 34,854,000 gallons per day for one year. From this the loss of the excess of evaporation over rainfall on the surface of the water must be deducted, which loss is represented by a depth of 1.567 inches on an aggregate area of 2,476 acres of water, corresponding to an average loss of 288,700 gallons per day for one year. The net average yield of water from this combined drainage area therefore becomes 34,565,300 gallons per day, without reference to any storage.

Second—With minimum rain fall, about one-third of a total precipitation of 20.929 inches in one year may be collected. This may be taken as equal to a depth of 7.0 inches upon the said land area of 37,476 acres, and to an average flow of 19,516,200 gallons per day, for one year. Deducting from this the loss by the excess of evaporation over rain fall on the water surface, which amounts to a depth of 9.071 inches on an area of 2,476 acres, or to an average loss of 1,670,900 gallons per day, for one year, there will remain available a net yield of only 17,845,300 gallons per day, without reference to any storage. The latter, however, was found in the foregoing to be equivalent to an additional flow of 4,699,600 gallons per day for three years; hence, by adding these two quantities together, an average flow of about 22,544,900 gallons per day may be obtained during a period of two or three dry years.

Proceeding in like manner with Conesus lake and its watershed, we obtain:

Third—With average rainfall, a depth of 12.50 inches of water upon an area of 36,786 acres of land will probably reach the lake during one year. This amounts to an average flow of 34,218,000 gallons per day. Deduct from this the loss by excess of evaporation over rainfall, on the water surface, amounting to a depth of 1.567 inches on an area of 3,184 acres, or to an average loss of 371,200 gallons per day, the net average yield of water from the Conesus lake drainage area will, therefore, become 33,846,800 gallons per day, without any reference to any storage.

Fourth—With minimum rainfall a depth of 7.00 inches of water upon said area of 36,786 acres will probably reach the lake during one year. This amounts to an average flow of 19,162,100 gallons per day. Deducting the loss of 9.071 inches in depth upon an area of 3,184 acres, by reason of excess of evaporation over rainfall on the water surface, which loss amounts to an average of 2,148,700 gallons per day, there will remain available a net yield of only 17,013,400 gallons per day, without reference to any storage. The latter, however, was found in the foregoing to be equivalent to an additional flow of 6,427,700 gallons per day for three years; hence, by adding these two quantities together an average flow of about 23,441,100 gallons per day may be obtained during a period of two or three dry years.

It will be observed that in the above computation of least available supply, no allowance has been made for the flow of any water from the lakes into the outlet streams; and as it may not be expedient to let these streams ever become entirely dry, for sanitary reasons, a further deduction from the foregoing minimum quantities should be made. Assuming that a flow of about 500,000 gallons per day will suffice for this purpose, it accordingly follows that the least probable supply obtainable from Hemlock and Canadice lakes combined will amount to 22,000,000 gallons per day, while that from Conesus lake will amount to 23,000,000 gallons per day. With reference to the flow from Hemlock and Canadice lakes, it must be borne in mind that the figures just given include the 7,000,000 gallons per day that the present conduit delivers, so that the minimum additional supply obtainable from these two sources, combined with a careful development and exhaustion of their existing storage capacities, amounts to about 15,000,000 gallons per day.

QUANTITY TO BE TAKEN.

Although the probable average minimum yield of the several lakes under consideration is at most as given in the foregoing, it may still be expedient to provide a new conduit of considerably larger capacity than such average least yield, inasmuch as a series of two or three dry years occurs only at comparatively long intervals, thus, in the records of yearly rainfall at Rochester for the fifty years from 1834 to 1884, we find only two cycles of three consecutive years, and only two cycles of two consecutive years of low precipitation, whereas single years of low rainfall occur seventeen times, or about once in three years, on an average. On the other hand, the average annual rainfall has occurred eighteen times in this period, and a high rainfall seven times. It will, accordingly, be seen that for the greater part of the whole time, a much larger supply than the above mentioned minimum figures is available, provided that the storage in the lakes is judiciously managed.

To estimate the value of such larger conduit capacity properly, the cost of obtaining regularly a certain volume of water, such as 1,000,000 gallons per day, from the various available sources must be compared.

For example, it may be assumed that in a pumping system from Lake Ontario the cost of delivering one million gal ons into Mt. Hope reservoir is $20 merely for the fuel and operating expenses of the engines; whereas, in the case of the present gravity conduit from Hemlock lake, the cost of delivering one million gallons into the same reservoir is only about $7 for operating expenses, including the sanitary protection of the water-shed. The first cost of the conduit, however, is somewhat greater than that of a pumping plant and force main of equal capacity from Lake Ontario, but the difference in the interest accounts, at the same rate per cent., would by no means suffice in this particular case to make the actual cost of delivery into the said reservoir by gravity more than about one-half of that involved by pumping; if, therefore, a gravity conduit from Hemlock or Conesus lakes were to be built now, with a capacity sufficient to discharge the average, instead of the minimum, flow from that watershed, then, after the consumption in the city had exceeded the said minimum yield of 22,000,000 gallons per day, the necessity of establishing a pumping plant from Lake Ontario would not be averted; but, after having established such a plant, its operating expenses would be proportionately reduced during each year that the average rainfall occurred, since the gravity conduit would then be enabled to deliver more than said minimum.

It has been impossible for the writer to investigate this phase of the question as thoroughly as it deserves, within the time available for the preparation of this report, and hence its further consideration must be deferred. The matter is, essentially, one of financial expediency, and in view of the great costs of obtaining even the aforesaid minimum supply, it may, perhaps, be unwise to increase them materially now, for the purpose of insuring benefits which will probably not be realized within the next fifteen or twenty years.

ESTIMATES.

The consideration of the manner of obtaining the proposed additional water supply has, for want of time, been restricted to a low grade gravity conduit line from Hemlock lake, a similar one from Conesus lake, and a pumping line from Lake Ontario, the two former terminating at a new reservoir site on Cobb's hill, and the latter, at Mt. Hope reservoir. None of the other projects heretofore submitted by Mr. J. Nelson Tubbs, and by Messrs. Fanning and Fteley, have been studied sufficiently by the undersigned to warrant him in offering criticisms thereon at present, and it has furthermore been assumed that no such review was desired.

It has also been taken for granted that the contemplated new works shall have a capacity of 16,000,000 gallons per day, which is expected to be sufficient, along with the existing works, for the next twenty years; furthermore, that this capacity shall be realized at the end of that period, in consequence of which condition, allowance has been made in the computation for a possible deterioration of the iron conduit pipes, such as seems to be the case with the present line. The results of the various computations show that all of the proposed conduits should be at least 3 feet in diameter for their entire lengths. In the case of the two gravity lines from Hemlock and Conesus lakes, the construction of a new distributing reservoir, located on Cobb's Hill, about 30 feet higher than Mt. Hope reservoir, has been contemplated, as well as

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...construction of a ... reservoir ... at Rush, but on a somewhat lower elevation. The cost of the latter, however, does not appear in the subjoined estimates, as its construction may be deferred until the full capacity of the new conduit is required. In the selection of the reservoir sites the highest practicable elevation for the distributing reservoir should be obtained, in order to increase the pressure in the city mains as much as possible for all purposes, and with the low gravity conduit the intermediate reservoir should be at such elevation as to touch a straight grade line drawn from the former to the surfaces of the two lakes at the intake.

In view of the considerable difference in level between Hemlock and Conesus lakes, a few words as to the cause of the similarity in diameter of the proposed conduits from these two sources may, perhaps, be desirable. It must be remembered that the latter line is about 13,700 feet shorter than the former, the entire distance to Cobb's Hill being, respectively, 155,000 feet and 141,300 feet, and the total falls, respectively, 244 feet and 163 feet. With these elements and a delivery of 15,000,000 gallons per day, or 23.21 cubic feet per second, also, with practically the same co-efficient or hydraulic friction that has been shown by recent observations to exist in the present 24 inch conduit, after 15 years of uninterrupted use, the following diameters are computed: For the Hemlock lake line, 33.30 inches, and for the Conesus lake line, 37.45 inches. If the pipes could always be maintained in their original new and smooth condition inside, then the diameters would become respectively 31.76 inches and 35.90 inches by the old standard formula of Darcy, and respectively 31.68 inches and 33.65 inches by the newer formula of Lampe. By taking the diameter at 36 inches in both cases we will ultimately obtain a little more than 15,000,000 gallons per day from the proposed new Hemlock lake conduit and some what less from the Conesus lake line.

For the pumping main at Braddock's Point, on Lake Ontario, to Mt. Hope reservoir, a length of seventeen miles, or 89,800 feet has been assumed, while a diameter of about 36 inches will conduce to the greatest economy of operation. As already mentioned, the reservoir lies 390 feet above the lake, and the frictional resistance to the passage of 15,000,000 gallons per day, through a 36 inch pipe, under the same condition as before, is represented by an additional height of 128 feet, thus making the total lift about 518 feet. The intake from the lake is to be a crib and tunnel, as at Cleveland, O., although it is very doubtful that equally-favorable conditions of soil will be found here. The prices for this work used below are somewhat less than those which were actually paid at Cleveland, and in a revision of the estimate the same should be increased.

Estimate number I of cost of obtaining a supply of 15,000,000 gallons per day from Hemlock lake by a low grade gravity conduit.

I. HEMLOCK LAKE TO RUSH RESERVOIR.

7,500 lineal feet trenching from lake northerly, quicksand and rock	$ 134,000
86,400 lineal feet trenching in earth, at $1.25	108,000
10,100 lineal feet trenching in rock, at $4	40,400
1,000 cubic yards rock excavation in other places, at $3	3,000
Extra for embankments, heavy cuttings and foundations in soft ground	8,000
Extra for channels for creek at two places to save crossings	7,000
9 bridges to carry conduit over creek	45,000
4 crossings under bed of creek	2,600
18 culverts of various sizes	15,000
104,000 lineal feet—23,740 net tons 36 inch cast iron pipe, at $28	664,720
104,000 lineal feet laying said pipe, at 70c	72,800
10, 36-inch stop gates with vaults	7,500
Blow-offs, air-valves and over-flows	7,500
Other pipe; also land damages	45,000
Contingencies, about 10 per cent	112,280
	$1,274,000

II. RUSH RESERVOIR TO COBB'S HILL RESERVOIR.

81,000 lineal feet trenching in earth to Cobb's hill, at 90c	$ 45,900
3,800 lineal feet trenching in earth, additional, to Mount Hope reservoir	3,420
54,800 lineal feet—14,248 net tons, 36 inch cast iron pipe, at $28	398,944
54,800 lineal feet, laying said pipe, at 70c	38,360
Stop-gates, blow-offs, air-valves and land damages	10,000
Culverts and foundations in soft ground	3,500
Contingencies, about 10 per cent	50,876
	$ 551,000
Add for new reservoir at Cobb's hill	150,000
Add for first section of conduit as above	1,274,000
Total	$1,975,000

This sum does not include any water rights.

Estimate number 2 of cost of obtaining a supply of 15,000,000 gallons per day from Conesus lake, by a low-grade gravity conduit:

CONESUS LAKE TO RUSH RESERVOIR.

... lineal feet trenching from lake northerly ...	$150,000
15,000 lineal feet in narrow valley at outlet at $2	30,000
85,000 lineal feet in earth at $1	85,000
10,300 lineal feet in rock at $4	41,200
1,000 cubic yards rock excavation in other places at $3	3,000
Extra for embankments, heavy cuttings and foundations in soft ground	8,500
Extra for bridges, creek crossings and new channels	32,600
Extra for culverts of various sizes	13,000
Extra for relaying conduit of the Avon water works at various places	5,000
90,300 lineal feet—20,460 net tons, 36-inch cast iron pipe at $26.50	542,190
90,300 lineal feet laying said pipe at 70c	63,210
9, 36-inch stop gates with vaults	6,700
Blow-offs, air valves and over-flows	6,500
Intake pipe and well, gate-house and land damages	50,200
Contingencies, about 10 per cent	100,900
Total	$1,108,000
Add for section from Rush to Cobb's hill, as before	551,000
Add for new reservoir at Cobb's hill	150,000
	$1,809,000

This sum does not include any water rights.

Estimate Number III. of cost of obtaining a supply of 15,000,000 gallons per day from lake Ontario, by a single pumping station and 36 inch force main from Braddock's point to Mount Hope Reservoir.

6,000 lin. ft. tunnel under the lake bottom at $25	150,000
One protection crib and light house in lake	100,000
Two shafts to tunnel at crib and on shore	15,000
One engine and boiler house at lake with necessary land	60,000
Three cottages for employees at lake	7,500
Pumping engines and boilers	85,000
89,800 lineal feet, trenching in earth at 90c	80,820
Extra for 1,000 cubic yards rock excavation on line at $3	3,000
Extra for embankments, cuttings and foundations in soft ground	5,000
Extra bridges, culverts and creek crossings	20,000
Extra river, canal and several railroad crossings	15,000
89,800 lineal feet—2,150 net tons 36-inch cast iron pipe at $27	70,050
89,800 lineal feet laying said pipe at 70c	2,800
6, 36-inch stop gates and check valves, with vaults	6,000
Blow offs and air valves	2,000
Connection with reservoir and land damages	27,000
Contingencies, about ten per cent	131,170
Total	$1,450,000

OPERATING EXPENSES FOR THE LAKE ONTARIO PUMPING PLANT.

The records of other large pumping stations show that it is hardly reasonable to expect a lower cost of pumping than about 24 for each million gallons lifted 100 feet. For the total lift of 518 feet, including friction, this will give a cost of $20.72 per million gallons delivered into the reservoir, and for a service of 15,000,000 gallons per day the annual operating expense would be $113,442. A certain sum should also be set aside per year for depreciation of the machinery. Taking this sum at about 2 per cent. of the first cost, we have, say $6,558.00 additional, thus making the total yearly outlay $120,000, exclusive of any interest on the original construction account. The capitalization of this annual expense of $120,000 at 4 per cent. gives $3,000,000, which should be added to the original construction account of $1,450,000 in order to arrive at the relative cost of this pumping plan, as compared with either of the two gravity ... relative ... $4,450,000, or ... than twice as great as that of the gravity ...

COMPARISONS.

The comparison of the preceding estimates at once leads to the ... plan on the ground of ... source is therefore ... the combination of ... Before a conclusion can be reached, the expense of instituting and maintaining a sanitary protection of the watershed of Conesus lake, as well as the difference in the aggregate cost of the water rights on the outlets of the several lakes must be taken into account. The cost of the present sanitary service on the land adjacent to Hemlock lake appears to be about $4,500 per year, and if a similar service is extended to Canadice lake and its outlet, the expense will probably be increased to about $5,000 per year. Owing to the greater length of Conesus lake and the denser population on its water shed, an equally efficient sanitary service in this case will probably cost at least $5,000 per year. The difference between this sum and the amount required for the protection of Canadice lake and its outlet is therefore $4,500 per year; and the capitalization of the latter at 4 per cent. gives a principal of $112,500 which should be added to the construction account above estimated in order to obtain the relative cost of the Conesus lake scheme as compared with the one from Hemlock and Canadice lakes. On the other hand, it seems probable that the necessary water rights on the Conesus outlet will cost at least $60,000 less than those on the two other lake outlets so that the actual addition to the foregoing estimate for the Conesus lake scheme should be only about $53,000. The relative cost of the latter is therefore $1,862,000 as against $1,975,000 for the Hemlock project, the apparent difference being, $113,000 in favor of going to Conesus lake.

In opposition to this latter plan, however, it may be urged that it is not expedient to construct now, at a great expense, a conduit having a capacity of only 15,000,000 gallons per day, to a source which can yield a minimum average of 23,000,000 gallons, and an ordinary average of 34,000,000 gallons per day; and that whenever it may become necessary to make use of Conesus lake as a source, it will be more prudent to construct a conduit of such capacity as will furnish about 28,000,000 gallons daily. In this case, a 48-inch instead of a 36-inch pipe would be required, and a rough estimate indicates that the 48-inch conduit, if made of cast iron, would cost about $5 per foot more than the 36-inch pipe above considered, thus giving in a total distance of 141,300 feet from the lake to the city, an addition of at least $700,000. It may also be remarked that if a 48-inch riveted plate steel pipe were used, instead of cast iron, the additional cost would be reduced to $500,000 or less.

Detailed estimates of the projects for other sizes of pipe than 36-inch, and other material than cast iron, have not been prepared owing to the want of time, and hence the preceding figures must be regarded only as crude approximations.

It will thus be seen that the expediency of selecting Conesus lake at the present time as the source of the proposed additional water supply is open to fair consideration, and the main point in issue will be the question of a probable future increase in the value of the water rights involved. Should no such increase take place within the next twenty years it will doubtless be preferable to exhaust the resources of Hemlock and Canadice lakes before going elsewhere.

In conclusion, it should be stated that while the estimates above given are based upon the use of cast iron pipes, the undersigned would advise the construction of the upper portions of the conduits from the lakes northerly as tunnels or rather tunnel-headings in the rock along the sides of the valleys, instead of as metallic conduits laid in deep open excavations through the quicksands in the alluvial lands. Such tunnels can be driven and lined with brick at a cost no greater per lineal foot than that of the iron pipe and open trench, and hence no material difference in the estimates would occur from such a substitution. It is, however, not yet definitely known whether the rock is within practicable reach at all points along the contemplated tunnel routes, and hence, before any exact location can be made a series of explorative borings must be undertaken. The latter are also necessary in case that a masonry conduit, built in open trench, should be considered preferable to either a tunnel or an iron pipe for the upper sections.

Obviously the expense of explorations of this character have been deferred until the question of the proper source for the new supply is definitely settled. Respectfully submitted,

E. KUICHLING,
Chief Engineer of Water Works.

Ordered received, filed and published.

D&C Dec 22 1890

...EMBER 22, 1890.

CONDUIT'S CONUNDRUMS

Mr. Kuichling Tells of His Water Works Investigations.

LOOKS LIKE WATER THIEVES

The Engineer's Plans for Checking the Intermittent Flow of Water Successful—Recent Evidence of Mischief —Some Theories Exploded.

The recent report of the water committee of the Common Council, and that of Engineer Kuichling have combined to renew the interest of the public in the water supply question, and in the controversy as to the old conduit and its capabilities in the past and at present.

During the three months that Engineer Kuichling has had charge of the water works he has followed up the inquiry regarding the conduit, and has investigated some of the theories regarding the cause for the diminished flow. Speaking of his investigations Mr. Kuichling said yesterday to a DEMOCRAT AND CHRONICLE reporter.

"I have satisfied myself that there was no leak of any considerable proportions along the line of the pipe. The pipe is not so far from the surface but that any considerable leak would be dicovered without much difficulty. I believe, however, that the conduit once delivered more than one million gallons per day. There are very few instances in which the capacity of conduits has been measured when they were first built and a second measurement taken ten or fifteen years afterwards; but in every case where such measurement have been taken the figures show a falling off of from ten to fifty per cent. Now this lessened flow may be caused by many things. It has been demonstrated by experiment that a considerably less quantity of water will flow through a pipe lined with sand paper than through a pipe with a perfectly smooth surface. This rough surface may have been produced through rust, vegetable growths or mineral deposits. In some old pipes recently taken out from the flume of Judson's factory on Brown's race, I saw a coating of lime a sixteenth of an inch in thickness which had been deposited there by the river water during the course of years.

"We know that there is vegetable matter in the cast iron pipe at Rush reservoir, for I have felt it as far as I could reach my hand in through the stop gate. Of course we don't know how far this vegetable growth extends. And what is more, we know how ... it out. It would be a ... and would ... without ... large capacity to permit shutting off the supply for a sufficient length of time. When we get our new conduit we can see what can be done. Of course it will always be a question whether ... the pipe ... coating of asphalt in the process of removing sediment and vegetable growths which may exist in more or less quantities. When the new conduit is built, however, there is one thing which should certainly be done, namely, to open up the man holes, shut off the water, and go through the conduit or send some one through it from one end to the other. In that way we can tell if there are any real obstructions and at any rate satisfy the public mind upon the vexed question.

"When I assumed charge of the water works there was another thing besides the mere loss in the amount of water which perplexed me and had perplexed Mr. Rafter. Before Mr. Rafter assumed charge of the works he discovered that the height of water at Rush reservoir occasionally would vary in the most unaccountable manner. For instance at 7 o'clock in the morning there might be eight feet of water in the reservoir; twelve hours later the water sometimes would be found to have fallen as much as twelve inches. Now providing there be a continual regular flow of water from Hemlock lake this loss was thousands of gallons more than could possibly be accounted for by the draft upon the reservoir from Mt. Hope. This phenomenon was, perhaps, the most puzzling thing in all the water works problem, and as a probable solution, Mr. Rafter advanced the theory that there was, somewhere in the pipe, a floating obstruction which, by changing its position, would alter the discharge of the pipe, thus causing the intermittent flow the measurements had indicated. When I came to take charge of affairs I was inclined to give due consideration to this explanation. I knew that, during the last few months of his life, Mr. Blossom had been in feeble mind and I thought that there might be a possibility that some such obstruction had in some way been sucked in. For instance, a kitchen chair might act as just such an obstruction. I nevertheless had another explanation in mind which was so simple that I was determined to take certain precautions recommended by ordinary prudence. There are twelve or more blow-offs along the line of the pipe where anyone from sport, desire to secure more water-power in the creek, or malice of any sort for any motive might turn on the water. A child with a monkey wrench in its hand could do it in some cases. While the explanation of the floating obstruction might be the correct one I was determined if plain simple ordinary water stealing had produced the phenomena which had puzzled us, that sort of thing should be stopped. I had a seal placed upon every blow-off valve and stop gate. I showed all of the employes of the department along the line, how easy it would be for any one to turn on the water with or without their connivance and informed them that they would be held personally responsible for their line of the pipe. Each man is given a certain number of seals, which resemble freight car seals, and he is obliged to account for their use. When it is necessary to turn on the water for any reason he must break the former seal, and replace it with one in his possession when he turns the water off again. In addition to all this I have a mechanical telltale or self-recording pressure gauge at Rush reservoir which would indicate instantly where any considerable quantity of water stolen or held back in any way."

"Since these precautions have been taken, the intermittent flow, which led Mr. Rafter to advance the theory of the floating obstruction, has ceased!"

"I don't make any accusations. I don't even say I am sure that this is the only theory by which the phenomena can be explained, but when there is such a plain and simple theory there isn't any use of looking for another until this has been proved to be incorrect. If, with all our vigilance, the flow had continued to be in any way intermittent the case would be quite different. I send a special agent over the line every now and then to see that my rules are being strictly observed and every one connected with the department understands that the discovery of any delinquency will result in serious trouble.

"There has been evidence of mischief during the last three months by the fact that the seals of two or three blow-off gates have been found broken, but that the gates have not been opened is proved by the fact that no alteration in the pressure guage of Rush reservoir has been shown during the period between breaking the seal and the time of the discovery of the break.

"Here is another point. After employes have stated in the most positive manner, almost taking an oath, that no one could tamper with the blow-offs without leaving ...

WANT AN INJUNCTION.

The Citizens' Gas Company Against the Rochester Gas Company.

An action has been begun by Harris & Harris, attorneys for the Citizens' Gas Company against the Rochester Gas Light Company and William E. Stiger, Robert A. C. Smith, Henry G. Runkle, William Runkle, Theodore F. Wood and others as directors of the Rochester Gas Light Company. The complaint recites an agreement entered into on March 15, 1873, by which the Rochester Gas Light Company, on condition of the payment of $250,000 by the Citizens' Gas Company, transferred its right, title and interest in the sale of gas on the east side of the Genesee river to the Citizens' Gas Company and agreed never to enter into competition with the Citizens' Gas Company in supplying customers on that side of the river.

Some years after this agreement was made, the complaint continues, the Municipal Gas Company was established as a competing concern, constructing mains on both sides of the river ... allowed the Municipal Gas Company to manufacture gas and supplied its customers from the works of the Rochester Gas Light Company. The complaint further alleges that arrangements are being made for the consolidation of the Municipal Gas Company and the Rochester Gas Light Company.

An injunction is demanded restraining the Rochester Gas Light Company from furnishing gas to customers on the East Side, directly or indirectly, on the ground that by so doing the company violates the contract of 1873. An accounting is further demanded of profits made by the Rochester Gas Light Company through furnishing gas to customers on the east side of the river through the pipes of the Municipal Gas Company and such further relief as the court may deem just and equitable. Judge Davy has granted a temporary injunction restraining until further order of the court the defendants from holding any meeting for the purpose of consolidation mentioned above.

The Post-Express.

ROCHESTER, SATURDAY, DEC. 27.

CHARTER REVISION.

What the Mayors of Boston and Albany Write.

Alderman Selye, chairman of the Common Council committee on charter revision, has received the following letter from Mayor Hart, of Boston:

I send you a digest of our city charter prepared by Andrew J. Bailey, our city solicitor. The digest is correct as far as it goes, but as a matter of fact, we labor under special acts, the bulk of which exceeds that of Kent's commentaries. The true way of governing a city is to follow the constitution of the United States; to separate executive and legislative work; to vest all executive work in the mayor, to be exercised through heads of departments; to have a city council of two chambers; to prohibit all special legislation; to let the aldermen confirm or reject appointments; to let all finance measures originate in the common council; to give the two branches co-ordinate power; the mayor to have the veto power; to elect mayors for three or four years, and to elect city councils so that the continuity of each body will be broken.

Respectfully,
THOMAS N. HART,
Mayor.

Post Express Dec 20

NATURAL GAS

GEOLOGICAL FORMATION OF THE GENESEE COUNTRY.

Possibility of a Supply of Gas For Rochester—Lecture by Professor H. L. Fairchild Before the Chamber of Commerce, December 19th.

Are we in a gas area? Can we obtain gas by boring? Hundreds of towns, distributed over the whole country, have anxiously asked this question, and emphasized it by thrusting the drill deep into the rock. In most cases the reply is a decided negative. The equivocal reply is more unfortunate than a negative. The region where favorable results can be confidently expected are of narrow area and of somewhat peculiar geological structure. The recent discovery of high pressure gas and oil in the Trenton limestone of Ohio and Indiana has naturally stimulated the search in that geologic horizon, and Rochester seeks the coveted fluid.

THE GENESIS OF ROCK-GAS.

Any intelligent discussion of oil and gas requires knowledge of their origin and their occurrence. There is no reasonable doubt that their production is primarily due to the decomposition of vegetable and animal substances. The hypothesis that they are of inorganic origin, the result of reaction of carbonated waters upon metallic alkalies at great depths and high temperatures, is unworthy of serious consideration. The idea never had any geological standing, but commends itself to some people because it would permit of a continuous and unlimited supply.

Rock-oil and rock-gas are always associated, and their immediate source is the hydrocarbonaceous matter in the sedimentary rocks, chiefly shales and limestones. Shales are consolidated beds of clay and fine sand which accumulated in quiet waters of shallow and secluded seas. Such beds are frequently impregnated with organic matter derived from the marine plants which abundantly flourish in quiet seas, or to some extent, possibly, from the substance of land plants, floated in by the rivers along with the clay sediments. Sometimes the bituminous matter may be derived from animals. Examples of such shales are seen in the black beds of the Hamilton formation in New York and Ohio, which in some localities yield by distillation one-fifth their weight in volatile hydrocarbons. In the shales of the coal measures every gradation may be traced from the pure rock through bituminous shale and earthy coal to the clear vegetable deposit as coal.

Limestones consist of the calcareous shells or skeletons of lower animals, comminuted and deposited by the waves and currents of the ocean. Along with the hard parts of the animal organism a portion of the fleshy substance has sometimes been retained, with perhaps some vegetable matter. The Trenton limestone is a good example, being often black with the bituminous substance. In marbles the organic matter has been driven off and the rock bleached by the heat of the metamorphic changes. Shale rocks are much more abundant than limestone, and are more largely the source of oil and gas. They are distributed through the whole geologic column, and the amount of carbonaceous matter which some formations contain is vast beyond computation, but ... diffused as not to be available ... are ... produced ... have ... the ... production. First, that the fluid has originated by primary decomposition of the organic matter in situ—that the organic matter buried in the rock produced the gas directly by decay in the rock where the gas is found. The second theory contends that the gas is a secondary product, the result of distillations of the previously decomposed organic matter of other, and lower carbonaceous rocks. It seems most probable that this second theory accounts for such accumulation of gas as are found in western Pennsylvania. The gas and oil are there stored in several remarkably porous sand rocks, and has been derived from the underlying Devonian shales. But the first theory—origin in place by primary decomposition—accounts better for the great accumulation in the Trenton limestone of Ohio and Indiana.

All the phenomena of the production and elimination of oil and gas are observable to-day. In New York state alone hundreds of localities are known where oil and carbureted hydrogen are spontaneously emitted. Outcrops of bituminous shales, of whatever age, are marked by a line of gas and sulphur springs. In the coal mines the gases are abundant and make a dangerous element.

The following propositions are well sustained:

1. Rock gas is derived from organic matter.
2. The Pennsylvania gas is derived from Devonian shales, and is of vegetable origin.
3. The gas of Indiana and Findlay, Ohio, is derived from Trenton limestone, in which it occurs, and is of animal origin.
4. Rock-gas is a stored product of decomposition or distillation at ordinary rock temperature.
5. That for large accumulation a reservoir of some character is required.
6. That the gas when generated tends toward a higher level.
7. That the reservoir of gas can not lie below the source.

COMPOSITION OF ROCK-GAS.

Natural or rock-gas consists principally of Marsh gas, or Methane (CH_4) also known as carbureted hydrogen, with small quantities of Ethane (C_2H_6) Propane (C_3H_8) and traces of the less volatile members of this Paraffin series. Also hydrogen and traces of carbon-di-oxide, carbonic acid, oxygen and nitrogen.

The gas of Findlay, Ohio, has the following composition:

Methane	92.61
Olefiant gas	.30
Hydrogen	2.18
Nitrogen	3.65
Oxygen	.34
Carbonic acid	.26
Carbonic oxide	.50
Sulphureted hydrogen	.20

The oils and gases from limestone differ somewhat from the shale-derived products. The former contain more sulphur and nitrogen, are heavier, more odorous and darker in color. The oils and gases from the Hudson and Utica shales and from the Tertiary shales of California resemble those from limestone.

The relationship of rock-gas as an evolved product may be shown in the following table:

CARBON MINERALS.

Residual Products.	Evolved Products.
Hydrocarbons of shales and limestones.	Water. (H_2O)
Resins—	Carbonic oxide. (CO_2)
Copal.	Methane. (CH_4)
Amber.	Rock gas.
Coal series—	Petroleum.
Cellulose ($C_6H_{10}O_5$)	Ozocerite
Wood.	Bitumen.
Peat.	Asphalt.
Lignite.	Asphaltic coals.
Cannel.	Jet (?)
Bituminous coal.	Graphite.
Anthracite.	Diamond.
Graphite.	

OCCURRENCE OF ROCK-GAS.

The most remarkable fields are limited areas in Pennsylvania, Ohio and Indiana. But in small quantities it occurs at all geological horizons from the Potsdam to the Drift, and geographically over most of the United States. It may be said, in general, that there is a possibility of finding at least a small supply of gas or oil wherever bituminous shales or limestones can be reached.

In regions of mountains, or where the rocks are much folded and broken, no accumulation of gas need be expected as the shattered and exposed strata have allowed free escape of the gas. Likewise in regions of crystalline or metamorphic rocks the volatile matter has all been eliminated. There is an apparent exception to this in the anthracite coal region where marsh-gas is abundant in the mines, being continuously eliminated, but it is not confined in reservoirs.

Eastward of the Appalachian chain no considerable quantity of gas is found. The greater number of productive wells are in the Mississippi basin east of the river. An attempt to enumerate the localities in America, where traces of gas are found, would make too long a list. Perhaps no state has so many oil and gas springs as New York, due to its large development of bituminous shales and limestone.

It should be said that these fluid carbon minerals are not by any means confined to America, but are distributed around the globe, and have been in use in Oriental lands for centuries.

The geological distribution of rock gas is partially shown in the following table. The two remarkable horizons are the Trenton limestone, in Ohio and Indiana, and carboniferous rocks of Pennsylvania and adjacent territory.

Ages.	Periods.	Oil and Gas.
Human	Recent	Illinois.
Mammalian	Quaternary.	
	Tertiary	California, Italy Trinidad.
Reptilian	Cretaceous	Colorado, Utah.
	Jurassic.	
	Triassic	Conn., N. Carol.
Carboniferous	Permian.	
	Carboniferous	Pa., Ohio, W. Va.
	Subcarbonif'us	Kentucky.
Devonian	Catskill.	
	Chemung	Pa., O., Ky., N.Y.
	Hamilton	Ohio, Ky., Tenn., Canada.
	Corniferous	Canada, Mich.
	Oriskany.	
Upper Silurian	Helderberg	Canada East.
	Salina	N. Y. (Buffalo)
	Niagara	O., Ill. (Chicago)
Lower Silurian	Trenton	O., Ind., Canada, N.Y., Ky., Tenn.
	Canadian.	
Cambrian	Primordial.	
Archæan	Huronian.	
	Laurentian.	

CONDITIONS OF OCCURRENCE OF ROCK GAS.

While small quantities of low-pressure gas are found in many localities and at various geologic horizons it remains true that the reservoirs of high-pressure gas are peculiar and exceptional. The requirements are: (1) A rich source of hydro-carbonaceous matter; (2) a reservoir to store the gas, and (3) an impermeable cover to hold it down.

In Pennsylvania the Devonian shales were the source of supply, and overlying sand rocks of exceptional porosity have served as reservoirs.

In the Trenton limestone of Ohio and Indiana the conditions are very peculiar and interesting. The gas and oil are found within narrow limits vertically, although making the most extensive and productive area in America. Here the source and the reservoir are the same formation. The limestone is several hundred feet in thickness and all petroliferous, but the accumulation is near the top in a relatively thin porous layer. The overlying Utica shale acts as a cover. The porous character of the rock depends upon its magnesian character. Only where the rock is dolomitic and crystalized is it porous, and gas or oil producing. This dolomitic and porous condition of the rock is not its general character. Of contiguous areas one may be dolomitic, porous and gas-filled, while the other is purer calcite, compact and barren. This dolomitization with its consequent porosity is the first essential condition. The second condition is that the porous tracts must have a certain right relation to the surrounding portions of the stratum. It must lie at a higher level, to permit of the differentiation by gravity, of the contents of the rock—the gas seeking the highest point, beneath this the oil, and lowest salt water. A slight warping of the strata in past ages has fulfilled this condition of relief at certain points. Around every productive area there is a definite level of salt water which is the dead-line of gas and oil production for each respective territory. The pressure of the gas, 400 to 450 per square inch at Findlay, Ohio, is due to the artesian pressure of the column of salt water, and as the gas and oil are withdrawn the salt water rises to occupy the space.

At Findlay the upper limit of gas production is 300 feet above tide level, and the dead-line is 500 feet below. At Lima, O., the dead line is 400 feet below tide. Through Indiana the upper limit is 60 to 70 feet above, and the water level less than 100 feet below tide.

The productive or dolomitic layer is usually from 2 to 30 feet in thickness and has not been found at a greater depth than 100 feet. It is believed to be the equivalent of the Galena limestone of Wisconsin and Illinois.

The productive stratum in Indiana is within 875 to 975 feet of the surface, which is Niagara limestone.

The highest portion of the arch in Indiana is not porous and therefore not productive. On the other hand the dolomitic condition often occurs where the conditions of level or relief are not fulfilled.

PRESSURE OF ROCK-GAS.

The pressure of the gas in reservoirs is due to the weight of the water column behind it. In Indiana the pressure is 300 to 350 pounds per square inch. At Findlay it is 400 to 450 pounds. In Pennsylvania it may rise to 750 pounds or greater. In shales the low pressure may be due to the elasticity of the gas.

In high pressure wells, the pressure being due to a water-column is maintained to the last, so that the last thousand feet issues with as much force as the first, and maintenance of pressure is no sign of permanence of supply. This origin of pressure proves the definite limitation of supply.

SUPPLY OF ROCK-GAS.

Some small gas fields have been exhausted. No great area has yet failed, although individual wells, on the border of the field have been drowned. Failure in one section of a gas field does not necessarily imply failure at other near points. But it is certain that in the high-pressure fields the stock in the reservoir, however large, is complete, and although exhaustion may be distant yet the day of failure will come.

"There was in the Findlay field originally a vast but still not an incalculable amount of gas, either dry or held in and permeating the oil that accompanies it. Upon this stock the wells are drawing. From it a given number of millions of cubic feet can be used for a given number of years, but when once exhausted there is no more possibility of its renewal in the reservoir than there is of the growth of coal in mines that have been worked out. It is in this light that the waste of these priceless accumulations ought to be regarded. The new gas fields of Ohio and Indiana have been depleted in a reckless and wanton way. They would seem to have fallen into the hands of grown up children rather than sagacious business men; of ignorant vandals rather than representatives of modern civilization. Their stores, which it has cost millions of years to gather, and which if wisely husbanded, might keep the wheels of industry turning for scores of years to come, have been burned as rapidly and noisily as ingenuity could devise the means for it, and largely at the dictate of real estate speculators, whose great object was to work up that excited and irrational state of mind in regard to investments which is called a boom."

ROCK-GAS AT ROCHESTER.

The conditions of high pressure gas in the Trenton limestone are so peculiar and unusual that we can scarcely hope to duplicate them. But what if some unforseen and favorable condition of the formation should be discovered here? No discovery in natural gas has been more of a geological surprise than the conditions of gas and oil production in the Trenton of Ohio. Other new discoveries are possible.

There may be a reasonable hope of finding a small but permanent supply of low-pressure gas in the Hudson or Utica shales, or the Trenton limestone. It is easily within the range of possibility that Messrs. Otis and Gorsline may find sufficient gas for their ...

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own ... enterprise certainly deserves success. In any event the knowledge gained by the drill will be an aid to geologic science, and every geologist will be grateful. We should be glad to have the well sunk to the crystalline rocks.

The following is the probable thickness of the rocks beneath the city:

Medina sandstones and shales	950 feet
Oswego sandstone	210 feet
Transition sandstone and shales	170 feet
Hudson and Utica shales	650 feet
Trenton limestone	850 feet
Calciferous sandstone (?)	?
Archæan	—

Officers Elected.

Democrat & Chron

DECEMBER 23, 1890.

A PLAN OF CO-OPERATION

By Which Strikes and Boycotts May Be Done Away With.

Charles L. Miller, of New York, secretary of the New York Central Labor Union, and chairman of the executive board of the New York clothing cutters, is in the city on a mission of interest to the clothing trade. If successful in his mission, Mr. Miller claims that the condition of the cutters and trimmers will be greatly improved; that strikes will be relegated to the limbo of the past, and boycotts will be unheard of, so far as the clothing trade is concerned, and that the manufacturers themselves will be benefited.

A meeting has been arranged for this evening between the recently organized Clothiers' Exchange and the officers of the local cutters' union.

"The purpose of the meeting," said Mr. Miller to a DEMOCRAT AND CHRONICLE representative last evening, "is to lay before the manufacturers a plan of an organization such as has just been formed in New York. This plan involves the appointment of an Executive Board of six members, to which all matters of difference, of whatever nature, shall be referred. This Executive Board is to be made up of three members of the Cutters' Union, and three from the Clothiers' Exchange. In case of a failure to reach an agreement in any case, a seventh member is to be chosen by the Board itself, this seventh member to be an entirely disinterested person, and his decision is to be final.

"That, in short, is the plan, and the manufacturers to whom we have talked look favorably upon it. An effort will be made to get the same plan adopted in all the cities where our union exists. It is, to some extent, a limited co-operative plan. It is, also, a board of mediation and arbitration, not open to the objection usually urged against such boards, that its members are unacquainted with the business in which the trouble exists, and necessarily work to a disadvantage; besides having no real power."

THE SECRET OF THE WATER FAMINE.

It was very interesting to house holders, who for two years have been subjected to great inconvenience from a water famine, to learn from the DEMOCRAT AND CHRONICLE yesterday that the water which should have come to them was running away into Honeoye Creek through open valves in the conduit. The wonder is that the true state of affairs has been so long unknown to the general public. The elaborate system for turning off a portion of the water from the city at night to fill the reservoirs, also becomes interesting, now that it is known that the extra precautions merely saved a little more than was running away through open stop gates.

Now that the secret of the sudden failure of our water suppy is known, abundant precaution should be taken to prevent a repetition of an artificial water famine. Chief Engineer Kuichling has done well to inform the public of the true state of affairs, and to outline the precautions he has taken to prevent any further waste.

D & C

DECEMBER 27, 1890.

IS IT NAPHTHA AGAIN?

Interesting Complaints Made to the Executive Board.

A STENCH FROM THE SEWERS

Ex-Mayor Fish and Father Sinclair Think it Undoubtedly Caused by Naphtha—The Nuisance Fast Becoming Intolerable.

"Is there naphtha in the sewers again?" This the question that some residents of the Second ward are asking themselves; and which others are putting to the members of the Executive Board.

On two or three occasions Rev. Father Sinclair, of SS. Peter and Paul's Church, has called the attention of the Executive Board to a peculiar stench which arises from the sewer in the vicinity of his house. Yesterday he addressed a letter to the board again complaining, in which he added that "The horrible stench arising from the sewers is becoming intolerable in some of the houses. It is in my opinion to be traced to the gas works on Canal street."

The fact that ex-Mayor Henry L. Fish, who is interested in the Brackett House property, called on the board yesterday and entered a complaint in the same line, makes the matter more interesting. Mr. Fish said that the smell of gas is so strong in the hotel that unless the board can do something to abate the nuisance, the guests will be compelled to leave the house. He added that the ... [illegible] of naphtha ... gas. He believed that the experiment ... with such fatal results three years ago, was being repeated by some one.

The Executive Board has already started an inquiry. The Municipal Gas Works people state that [illegible] naphtha is discharged into the sewer [illegible] works. If it is naphtha, it is a problem how it could find its way into the Central avenue sewer and the Platt street sewer, if it originated from the same source.

A possible explanation which has been suggested is that instead of naphtha the nuisance is only sewer gas, and that the grates being covered up with snow, the gas forces itself into the houses. In this connection it has been suggested that the Executive Board should pay particular attention to the uncovering of these grates so that the pure air may have an opportunity to circulate in the sewers. The snow falling over the gratings forms a seal which causes the sewer gas to be carried through the sewers, and, if there is the least chance, it gets into the houses.

Both Father Sinclair and Mr. Fish are quite positive in their belief that it is naphtha and not sewer gas that is causing the stench.

The Executive Board is determined to prosecute an earnest inquiry to discover, if possible, what is causing the trouble.

...eners and Chronicle D. ... were also admitted.

Post Express Dec 30/90

THE NEW POWER HOUSE.

What Machinery it Takes to Furnish Electric Power For Street Cars.

The new power house of the street railway company at the corner of Mill and Center streets is not yet completed, but the work is in such a state of advancement that some idea may be obtained of how things will look when all is perfected. The passer-by has already become accustomed to seeing the large brick structure and the chimney towering in the air to a height of 165 feet, but for only a day or two has the issuing smoke given evidence that the engines within had commenced their work.

The Mill street end of the building is to be used as a car house, and is already nearly filled with new cars. In the front part of the other end of the structure is the boiler room. Here are the four single boilers of nearly two hundred horsepower each, but good for another 100 if necessary. A 1,000 horse-power Worthington condenser is located at one end of the row of boilers and at the other is the bottom of the huge chimney. These things, however, take up a very small part of the great room and there is plenty of space left for the soft coal which is to be used as fuel. It will take from twenty to thirty tons of this each day to supply the fires.

Directly back of the room just described and separated from it by a brick partition is the engine room which is 216 feet long and forty-five feet wide. At present there are in operation three Ball, high speed, engines of 150-horse power each, with drive wheels seven feet in diameter and making 225 revolutions to the minute. These are running three short generators of 120 horse power capacity. These generators are furnishing all the power for the cars running this side of Lyell avenue, the cars on Lake avenue being still run by power from Charlotte.

Three more engines of 300 horse power each will be immediately put in and generators to correspond. The switch-board in use is only a temporary affair as the company is having a new one constructed out of mahogany and marble. When the six engines and generators are in position there will still be nearly one-half of the engine room unoccupied. As the demand comes for new lines of cars there will still be plenty of room for engines and generators, at the plant just constructed, to furnish power for running them. In the construction of the building the company has taken into consideration the rapidity with which Rochester is growing, and is prepared to keep pace with the advance.

Electric cars were put on the West avenue line to-day. They run as far east as East avenue, where transfer tickets to the North avenue horse cars are issued. The company will strengthen the floor of the West avenue lift bridge, notice having been received from the superintendent of public works that the floor is not strong enough for the electric cars.

Cars on all lines will leave the four corners as late as 1 o'clock to-morrow night.

Manager Norman McD. Crawford has resigned his position and has been succeeded by Charles K. Minary of Louisville. The new manager is expected here to-morrow.

Electric cars now run every fifteen minutes after 11 p. m. until midnight.

SMOKE NUISANCE

P.E. Dec 30/90

A DECIDED MOVE FOR ITS IMMEDIATE ABATEMENT.

Signatures of Manufacturers and Building Owners to an Agreement to Abate the Smoke Nuisance from January First, 1891.

The subjoined agreement on the part of many manufacturers and owners of buildings to abate the smoke nuisance at once will be read with great satisfaction. It shows that Rochester is to be saved from the fate of so many western cities which are continually enveloped in an atmosphere of soft coal smoke, obscuring the light of the sun, deleterious to health and calculated to keep away many persons who would otherwise choose such cities for their home. Following is the agreement:

We, the undersigned, manufacturers and business men of the city of Rochester, N. Y., mindful of the rights and interests of the citizens of Rochester, and in consideration of the mutual promises herein made, do hereby severally promise and agree to and with each other, that on and after the first day of January, 1891, we, respectively, shall desist and refrain from the making of any smoke nuisance and prevent the issue from our chimneys of the black smoke that is forbidden by the city ordinance.

Dated Rochester, N. Y., November 6, 1890.

D. W. Powers,
J. W. Butts,
Rochester Savings bank, by M. F. Reynolds,
Alfred Wright,
G. H. Perkins, for Union Bank,
Buck & Sanger, prop's Powers hotel,
Mechanics' Savings bank, John H. Rochester, secretary,
B. D. McAlpine,
F. L. Durand,
Mary S. O'Hare Exec.,
R. M. Myers,
Sibley, Lindsay & Curr,
Mackie Piano, Organ and Music Co.,
G. C. Buell & Co.,
E. B. Andrews,
J. Fahy & Co.,
Howe & Rogers,
Commercial National B'k, Chas. F. Pond, cashier,
S. J. Arnold & Co.,
James Palmer's Sons,
Alling & Cory,
F. L. Hughes & Co., Architect'l Iron Works,
Wm. S. Kimball & Co.,
J. G. Wagner,
J. W. Gillis,
Post-Express Printing Co., D. T. Hunt, sec.,
Democrat and Chronicle, W. H. Matthews, pres't.,
Congress Hall, J. A. Maxwell, prop.,
H. Brewster & Co.,
Junius Judson & Son,
E. H. Cook Co., Lt'd,
Sidney B. Roby,
Rochester Wheel Co.,
Rochester City hospital, D. W. Powers, pres't,
W. H. Pepper,
Copeland & Durgin Co., F. G. Bishop, treas.,
Fee Bros.,
E. P. Reed & Co.,
Minges & Shale,
The Stein-Bloch Co.,
Rosenberg, Blum & Aronson,
Rochester Bridge and Iron Works,
The Jas. Cunningham Son & Co., R. K. Dyer, Treas.,
E. V. Stoddard, M. D.,
Executive Board, Thos. J. Neville, clerk,
A. J. Johnson & Co., Shoe Manufactory,
The Paine Drug Company,
D. M. Garson & Co.,
Carroll, Beadle & Co.,
Rochester Lead Works, W. S. Mandeville,
D. Leary,
J. B. Prentiss, Supt. Am. Express Co.,
Woodbury Engine Co., Henry B. Pryor, Pres.,
Robert Bryson,
Stecher Lithographic Co.,
Munn, Anstice & Co.,
E. C. Warren, brewery,
Edison Electric Illuminating Co.,
Ellwanger & Barry,
The Flower City Hotel Co., E. H. Vredenburgh, secretary,
M. F. Reynolds,
Smith, Perkins & Co.,
Rochester Trust and Safe Deposit Co., H. Hawks, secretary,
Monroe County Savings bank, David Hoyt, Sec.,
Hiram W. Sibley,
Samuel Sloan,
Jacob Howe,
C. B. Woodworth & Sons,
German Ins. Co., Fred. Cook, president,
Burke, Fitz Simons, Hone & Co.,
James Field Co.,
The Hayden Furniture Co.,
Henry C. Wisner,
Flour City National B'k, H. B. Hathaway, president,
Lewis P. Ross,
H. H. Warner & Co.,
F. W. Elwood,
The P. Cox Shoe Mfg. Co.,
Peter Pitkin & Son,
Curtis & Wheeler,
Stein Mfg. Co.,
J. A. Smith,
Union and Advertiser Co., W. F. Balkam, treas.,
Hotel Bartholomay,
Whitcomb House, Mrs. A. E. Whitcomb,
Rochester Herald Pub. Co., J. E. Morey, m'g'r.,
Samuel Wilder,
The Livingston hotel, Harmon & Pierce,
New Osburn house, Elmer E. Almy,
Keeler & Jennings,
Taylor Bros. Co., Frank Taylor, pres't,
S. Remington,
H. Kohlmetz & Son,
Sargent & Greenleaf,
W. H. Glenny & Co.,
Michael Kolb & Son,
Michaels, Stein & Co.,
The John Siddons Co.,
A. B. Lamberton,
Jenkinson Apartment House, Geo. D. Forsyth,
L. S. Graves & Son,
Washington Rink, L. Cossitt, Mgr.,
The Eastman Co., Court st., Geo. D. Eastman, Treas.,
Williams & Hoyt Co., Chas. E. Hoyt, Sec. and Treas.,
Union Clothing Co.,
East Side Savings Bank, P. B. Viele, secretary,
William B. Burke,
W. P. Davis, machinery dealer,
Frank B. Bishop,
J. C. Heughes, 250 Mill street,
F. F. Wells, 75 South St. Paul street,
Traders National Bank, S. L. Brewster, Pres.,
W. H. Gorsline, factory, Centre street.

ROCHESTER, N. Y., Dec. 19, 1890.

Messrs. Oscar Craig, D. W. Powers, E. H. Perkins and James Sargent:

DEAR SIRS—Pursuant to your request I laid before the board of managers of the State Industrial school, at its monthly meeting yesterday, the anti-bituminous coal proposition, with the signatures attached, and am directed to say for the information of your association that while, in view of the condition of the present plant and contracts, the board cannot sign an agreement to take effect the 1st of January next, it realizes the fact that the smoke from the stack of the institution is a public nuisance, and has, as it has for some time had, under consideration, measures for its complete abatement which will be carried out as soon as possible.

Respectfully yours,
W. PURCELL,
President Board of Managers.

ROCHESTER, N. Y., Dec. 29, 1890.

To Messrs. Powers, Perkins, Ellwanger and others:

DEAR SIRS—I am in complete sympathy with the agreement dated November 6, 1890, directed against the smoke nuisance, and signed by the Edison Electric Illuminating company and others; and I shall bring the same before the directors of the Co-operative Foundry company so soon as practicable.

N. BRAYER, president.

The Post-Express.
ROCHESTER, TUESDAY, DEC. 30.

SMOKE NUISANCE

A DECIDED MOVE FOR ITS IMMEDIATE ABATEMENT.

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Dated Rochester, N. Y., November 6, 1890.

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Smith, Perkins & Co.,
Rochester Trust and Safe Deposit Co., H. Hawks, secretary,
Monroe County Savings bank, David Hoyt, Sec.,
Hiram W. Sibley,
Samuel Sloan,
Jacob Howe,
C. B. Woodworth & Sons,
German Ins. Co., Fred. Cook, president,
Burke, Fitz Simons, Hone & Co.,
James Field Co.,
...
Flour City National B'k, H. B. Hathaway, president,
Lewis P. Ross,
H. H. Warner & Co.,
F. W. Elwood,
The P. Cox Shoe Mfg. Co.,
Peter Pitkin & Son,
Curtis & Wheeler,
Stein Mfg. Co.,
J. A. Smith,
Union and Advertiser Co., W. F. Balkam, treas.,
Hotel Bartholomay,
Whitcomb House, Mrs. A. E. Whitcomb,
Rochester Herald Pub. Co., J. E. Morey, m'g'r.,
Samuel Wilder,
The Livingston hotel, Harmon & Pierce,
New Osburn house, Elmer E. Almy,
Keeler & Jennings,
Taylor Bros. Co., Frank Taylor, pres't,
S. Remington,
H. Kohlmetz & Son,
Sargent & Greenleaf,
W. H. Glenny & Co.,
Michael Kolb & Son,
Michaels, Stein & Co.,
The John Siddons Co.,
A. B. Lamberton,
Jenkinson Apartment House, Geo. D. Forsyth,
L. S. Graves & Son,
Washington Rink, L. Cossitt, Mgr.,
The Eastman Co., Court st., Geo. D. Eastman, Treas.,
Williams & Hoyt Co., Chas. E. Hoyt, Sec. and Treas.,
Union Clothing Co.,
East Side Savings Bank, P. B. Viele, secretary,
William B. Burke,
W. P. Davis, machinery dealer,
Frank B. Bishop,
J. C. Heughes, 250 Mill street,
F. F. Wells, 75 South St. Paul street,
Traders National Bank, S. L. Brewster, Pres.,
W. H. Gorsline, factory, Centre street.

ROCHESTER, N. Y., Dec. 19, 1890.

Messrs. Oscar Craig, D. W. Powers, E. H. Perkins and James Sargent:

DEAR SIRS—Pursuant to your request I laid before the board of managers of the State Industrial school, at its monthly meeting yesterday, the anti-bituminous coal proposition, with the signatures attached, and am directed to say for the information of your association that while, in view of the condition of the present plant and contracts, the board cannot sign an agreement to take effect the 1st of January next, it realizes the fact that the smoke from the stack of the institution is a public nuisance, and has, as it has for some time had, under consideration, measures for its complete abatement which will be carried out as soon as possible.

Respectfully yours,
W. PURCELL,
President Board of Managers.

ROCHESTER, N. Y., Dec. 29, 1890.

To Messrs. Powers, Perkins, Ellwanger and others:

DEAR SIRS—I am in complete sympathy with the agreement dated November 6, 1890, directed against the smoke nuisance, and signed by the Edison Electric Illuminating company and others; and I shall bring the same before the directors of the Co-operative Foundry company so soon as practicable.

N. BRAYER, president.

AN IMPORTANT AGREEMENT.

Elsewhere, in this paper, will be found the text of an agreement in regard to the discontinuance of the smoke nuisance, together with the names of the many leading manufacturing firms of Rochester that have signed it. They pledge themselves to abate the nuisance by ceasing, each and all, to contribute to it.

This action is voluntary. The men who enter into the agreement do so of their own motion, convinced that the smoke nuisance is a source of discomfort to the community and a detriment to the city, and that a more complete consumption of fuel is possible and desirable on considerations of economy as well as public health.

The movement is made by the manufacturers, and is in no way the result of a crusade against them.

No method of change has been prescribed, but no doubt the determination to change will lead to the adoption of some device for smoke consumption, or rather complete instead of partial combustion in furnaces.

NOT A NICE PROSPECT.

We take no stock whatever in the proposition to sell the court house site. The old building, though fine looking on the outside, is inconvenient within; and we shall never oppose a movement to replace it with a better one when the people are ready for the change—and can afford it.

But the site of the building is a good one; it was given by Messrs. Carroll, Rochester, and Fitzhugh for a court house, and there is no reason why it should not continue to be used for that purpose, even though the deed of gift did not forbid its alienation.

To be sure it would be nice to have a little park where the Court house stands, but not so nice as to have a fine building there. And if a new court house to be erected on a new site were determined upon—where would the new site be? Who could point out a better site than the old one?

The scheme of clearing off the court house to sell the site to private individuals for business blocks, is a good one for the private individuals, but not for the public. Wouldn't our city hall look nice with the rear of a range of business blocks turned to it?

D&C Dec 30th/90

CHARTER REVISION.

The Council Will be Asked to Appoint a New Committee.

The charter revision committee of the Common Council, which for some months has been striving to get down to work, has suddenly discovered that it really has not quite no work, but only a very little to perform.

Not that Rochester does need a new charter. Oh, no; she needs it so badly that a member of the committee suggested last night that the cent-a-word want columns of the DEMOCRAT AND CHRONICLE be resorted to, but as it turns out the council only delegated to the committee the power to appoint another committee to do the work of revising.

Alderman Selye, chairman, and Aldermen McMillen and Fee, of the committee, together with Mayor Carroll and William See, were all that were present at the meeting of the committee last evening, and after discussing the resolution under which the committee was appointed, it was decided to take a new start by going to the Council this evening and asking that the resolution referred to be reconsidered, and that in its place a resolution should be adopted directing the appointment of a committee of twenty to do the work of revision, five of the committee to be aldermen and the other fifteen to be prominent citizens. It is likely the resolution, when offered, will name the citizens. These citizens, by the way, if the plan is carried out, will not constitute a mere advisory committee as under the present resolution, but they will have the same power as the aldermen.

In all probability the same aldermen will be members of the new committee, and as Alderman Selye has already done a vast deal of work in the way of collecting charters of other cities, and various data that would be useful, he will undoubtedly be made chairman of the new committee.

The alderman of the Ninth has received an interesting letter from the city chamberlain of Poughkeepsie, accompaning a copy of the charter. The letter recommends the portion of the charter relative to the collection of taxes, as being worthy of adoption by any city. Under the system at the close of last year, not a penny of the year's tax remained uncollected.

Herald. Dec. 30th

TO BEGIN ALL OVER.

Charter Revision Committee to Ask for a New Committee.

Alderman Selye, Fee and McMillan, William See and Mayor Carroll were present at the common council chamber last evening in response to the call for a meeting of the committee on revision of the city charter. The special object of the meeting was to determine precisely what the scope and powers of the committee are. The committee as now constituted consists of 5 aldermen, 11 citizens designated as an "advisory committee" and three business men designated as the "chamber of commerce committee." At all the meetings of the committee the members of the advisory and chamber of commerce committees, with two or three exceptions, have been absent, and as a result the work of revision has made scarcely any headway. The failure of the citizens to attend the meetings has been due chiefly to the fact that while they could advise as freely as they saw fit their powers, as they construed the resolution appointing the committee, ended there and they were not entitled to the privilege of voting upon any question which might arise, the aldermanic portion of the committee having all the rights of deciding upon the approval or rejection of any proposed feature of the charter.

At last evening's meeting the committee decided that as the committee was at present constituted none but the aldermen had the right of voting. The committee determined to ask the common council at to-night's meeting to appoint a new committee on charter revision to consist of five aldermen and 15 citizens, the latter to enjoy equal privileges with the former in every respect, including the right to vote on all questions.

Chairman Selye yesterday received a letter from Peter Heulme, chamberlain of the city of Poughkeepsie, advising him that a copy of the charter of that city had been mailed him in response to his request. The letter continues: "The provisions of our charter for street improvements work badly—or rather they practically prevent any improvements. The system of collection of taxes, however, is a model one. On September 20th of this year there was not one dollar of 1890 taxes remaining uncollected, and no sale for taxes unpaid; last year at same date two pieces only of real estate were sold for taxes—one to perfect a title and one bona fide, but this was redeemed in 10 days after sale. This year on the last day—February 17th—for paying taxes without a 5 per cent. penalty, there remained about $6,000 unpaid out of a total on the tax books of about $300,000."

TAXATION.

THE RATE IN ROCHESTER AND THE TOWNS.

Supervisors Sign the Rolls—Sale of the Court House Again Proposed — Returning Discharged Prisoners Considered.

The board of supervisors met yesterday morning after a vacation of one week. Supervisor Otis presented the numerously signed petition for additional room in the county clerk's office, which has already been published. It went over under the rule.

Supervisor Gosnell presented the report of the committee on the examination of the clerk's books with regard to the tax levy. The report included the following concerning exemptions on personal property:

After the adjournment of the board on Monday, December 22d, the question arose as to the exemptions on personal property of incorporated companies exempt from state tax. Heretofore it has always been customary to charge the exemption on the city, or the particular town, where such exemptions were located. Some members of the board thought the exemption should be charged to the county at large, but not wishing to assume any responsibility, the clerk was instructed not to exempt such property but to charge full rate, and when the board reconvened the question could be settled and the amount of state tax refunded.

The amount to be raised by the tax levy by resolution of the board and the amount actually raised by the clerk's books are the same—$602,167.29. The equalized real and personal values of the towns amount to $41,607,997; city, $89,582,322; total, $131,190,319. The recapitulation showed the following taxes: State and county taxes, $457,789.43; local taxes, $141,406.35; dog tax on towns, $2,041; delinquent highway taxes, $265.91; unpaid school taxes, $140.60; scraper taxes, $524; total, $602,167.29. The state and county taxes, amounting to $457,789.43, is divided as follows: City, $312,598.07; towns, $145,191.36. Of the total amount of taxes of all kinds the sum of $363,264.04 is assessed on the city rolls and $238,903.25 on the towns. The following table shows the rate on each $1,000 of assessed value in the city and the several towns:

	1889.	1890.
Rochester	$ 4.80	$ 3.65
Brighton (village)	5.78	6.02
Brighton (town)	5.99	6.25
Chili	7.16	6.91
Clarkson	7.97	7.01
Gates	6.46	4.98
Greece (village)	6.17	6.21
Greece (town)	6.27	6.28
Hamlin	10.47	9.72
Henrietta	7.56	6.70
Irondequoit	5.31	5.43
Mendon	6.47	5.82
Ogden	6.78	5.80
Parma	6.76	6.27
Penfield	7.15	6.44
Perinton	5.40	5.00
Pittsford	6.90	5.73
Riga	7.13	6.69
Rush	6.80	6.01
Sweden	8.48	7.76
Webster	7.28	6.28
Wheatland	8.55	8.61

Supervisor Bradstreet presented a memorial on the death of ex-Supervisor John Dufner of the Fifth ward. Appropriate resolutions were adopted by a rising vote. A committee consisting of Supervisors Bradstreet, Miller, Stern, Frost, Mauder, G. W. Clark, Burgess and Chairman Sours was named to attend the funeral yesterday afternoon.

The warrants for the town tax rolls were then signed, after which Supervisor Otis presented the following:

Whereas, By the petition presented to this board our attention has been called to the necessity of providing more room for the county clerk and a better and safer place for the records of Monroe county, and

Whereas, Among the many plans that have been proposed to give the necessary room and protection, the sale of the court house and lot and with the money received to purchase a less expensive site and build a suitable building thereon seems to be the most practical, and

Whereas, It is currently reported that there are persons who are willing to pay a price for the present court house property that would enable the county to locate and build a new court house and county clerk's office without additional cost to the taxpayers over and above the amount received from said sale, and

Whereas, It would be unwise for the board, if such sale could be made, to expend any more in altering and repairing the present building or in erecting a new structure for a county clerk's office; therefore,

Resolved, That the trustees of the court house and jail be, and they are hereby, authorized to advertise for and to receive proposals for the purchase of the court house property upon such terms and conditions as they may think best and report the same to this board, the board of supervisors reserving the right to reject any and all offers.

This resolution was tabled under the rule. Supervisor Green presented the bond of the Commercial national bank, one of the depositories for the state and county funds.

Supervisor Carberry called up his resolution offered December 22d, calling for a committee to investigate and report to the board some plan of relieving the county of the criminal and pauper tramps released from the penitentiary. The resolution was adopted and Supervisors Carberry, Green and Porter were named as the committee.

Supervisor Doud presented the report of the committee on infant and court funds. There is $40,327.43 on deposit to the credit of these funds.

Supervisor Goss called up his resolution instructing Superintendent McGonegal to collect the old claim of the county against the board of commissioners of immigration. It was adopted.

Supervisor Goss offered a resolution allowing the clerk to draw an order in his own favor for $187 for extra clerk hire made necessary by the correction of the tax rolls. Supervisor Carberry objected to its consideration and it went over.

The county clerk was instructed not to charge for filing town collectors' bonds and the board adjourned until Monday, January 5th.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D. & C. Dec 31st 1890

GOOD NEWS.

The DEMOCRAT AND CHRONICLE has rarely published an article more welcome to its readers than the agreement which appears in the local column this morning, by which a large majority of manufacturers who use bituminous coal pledge themselves to do all in their power for the abatement of the smoke nuisance. This action on their part is entirely voluntary, and the graceful concession to public sentiment, public health and public cleanliness will be gratefully appreciated.

That the clouds of black, sooty smoke from the tall chimneys of our busy manufacturing establishments have been an unpleasant nuisance it is hardly necessary to say, and many have been the plans suggested for relief. The great obstacle to a change of fuel has been the fear of increased cost, but it has been demonstrated that the annoyance can be obviated, or at least greatly modified, with comparatively little additional expense, and the manufacturers have at once signified their willingness to make every concession which the exigencies of business will permit.

A few manufacturers who are in the habit of using bituminous coal have not yet added their names to the agreement, but it is to be hoped that their signatures will be quickly obtained. Voluntary action on the part of those who have been responsible for the nuisance is the most agreeable solution of the problem, and it is a matter of general gratulation that it has taken this form.

Capital Reduced.

ALBANY, Dec. 30.—The North American Salt Company filed a certificate with the secretary of state to-day showing a decrease of its capital stock from $11,000,000 to $4,000,000. It was voted to decrease the capital at a meeting of the stockholders of the company held at the New York office on November 10th last, when a statement submitted to the meeting by the treasurer of the company showed that of the entire capital only $750 had been actually paid in and that the debts and liabilities of the company do not exceed $30,000. It was also shown that the capital stock of the company had and has no market value and is worth less than its par value and that a capital of $4,000,000 is sufficient for the purposes of the company. Erastus Wiman, H. K. Thurber, F. Woodruff, Charles F. Burger, William A. Hazard and Francis B. Thurber are among the trustees of the company, which has its principal office at Warsaw, N. Y.

Evening Times Dec 31st 1890

COMMON COUNCIL.

A Lively and Interesting Session Last Evening.

Last evening's session of the common council was convened promptly at seven o'clock, while the business of the evening was tackled with a vim that accomplished a great deal in a short time.

Alderman Lewis introduced a petition asking for an ordinance for an asphalt pavement on East avenue east of Goodman street. A communication from the city treasurer was then introduced by Alderman Kelly. In view of the fact that over $150,000 remains uncollected for the Lake avenue improvements, and that $89,000 has been spent from the bridge fund the treasurer recommended the adoption of a resolution by the council authorizing him to issue, as necessary, the city's notes for the aggregate sum of $100,000, under the authority of section 81 of the city charter. The resolution was adopted on motion of Alderman Kelly. The water supply committee then presented a report in which it gave the cost of procuring an additional 15,000,000 gallons of water per day from Hemlock lake as $2,100,000; and for an additional 25,000,000 gallons, $2,700,000. The same quantities from Conesus lake would cost respectively $1,976,000 and $2,491,000. In case of either source being chosen the committee was of opinion that the supply pipe should be large enough to exhaust the lake. The report was laid over for consideration for one week. City Surveyor Peacock was instructed to prepare the sprinkling and cleaning ordinances for 1891. A resolution was also adopted providing for the appointment of a commission to appraise the property that must be taken in widening North St. Paul street. The following first ordinances were adopted:

Pennsylvania avenue cement walk, $4,200; Spring street cleaning, $775; Hist street pipe sewer, $3,600; Riverside avenue pipe sewer, $2,200; Big Ridge road grading and sewer, $17,500; Comfort street Medina improvement, $10,000.

The adoption of the final ordinance providing for the readjustment of the North St. Paul street pavement caused considerable discussion but was finally postponed for four weeks.

Council then adjourned for one week.

Stock All Paid Up.

A certificate of full payment of the capital stock of the Brown Brothers company was filed in the county clerk's office this morning. The capital stock is $100,000.

A New Company.

A certificate of incorporation of the Genesee shoe company was filed in the county clerk's office this morning. The incorporators are Charles H. Whitele, Merlan C. Smith, [illegible] Allen, [illegible] land, George H. [illegible] and [illegible] Smith. The capital stock is [illegible] and the place of business is in Rochester.

SHOULD BE HEEDED.

The Chamber of Commerce Makes Some Pertinent Suggestions.

President L. P. Ross, E. R. Andrews and H. B. Hathaway, representing the chamber of commerce, yesterday submitted to Mayor Carroll the following passed at the December meeting of that body:

Whereas, The investigating committee of the common council has shown that the board of education for the year 1889-90 has violated the city charter in overdrawing the appropriations by about $45,000; and

Whereas, It has also been shown that two commissioners have habitually violated chapter 442, section 478, of the penal code; and

Whereas, It is the sworn duty of the mayor to see that the laws are enforced;

Resolved, That the chamber of commerce urges his honor, Mayor Carroll, to cause proper proceedings under the charter to be brought against the members of the board of education of the year 1889-90, and under the penal code against the two commissioners who have sold votes to the city.

The mayor will give the matter his serious consideration.

A GOOD RESOLUTION.

An Important Action Taken By Rochester Manufacturers.

Over one hundred of our leading business men and manufacturers have voluntarily adopted the following agreement:

We, the undersigned, manufacturers and business men of the city of Rochester, N.Y., mindful of the rights and interests of the citizens of Rochester, and in consideration of the mutual promises herein made, do hereby severally promise and agree to and with each other, that on and after the first day of January, 1891, we respectively, shall desist and refrain from the making of any smoke nuisance and prevent the issue from our chimneys of the black smoke that is forbidden by the city ordinance.

Dated Rochester, N. Y., November 6, 1890.

The example thus set will undoubtedly be followed by others and will probably end the smoke nuisance in this city.

Ridge Road Improvement.

The Ridge Road Improvement association held another interesting meeting in Falls' hotel on the ridge road last evening at which seventeen members were added to the list. The committees appointed at the last meeting reported progress and were granted further time. The plan of procuring a stone crusher to be used and owned by residents of the ridge road met with the unanimous approval of the members of the association, although it was considered unwise to purchase a crusher until after the bill before the legislature is disposed of, as there is likely to be some general road law enacted at this winter's session. The committee on manufacturing has secured an option from the Bousteele estate on the southeast corner of the ridge road and New York Central railroad tracks, and also on the northeast corner for manufacturing purposes. The next meeting will be held at the same place the third Tuesday in January.

The Post-Express.

ROCHESTER, WEDNESDAY, DEC. 31.

THE SMOKE PROBLEM.

A Mechanic Proposes a New Departure to Abate the Nuisance.

The action of so many real estate owners, manufacturers and business men who are large consumers of soft coal, in deciding to abandon its use, as announced in the POST-EXPRESS yesterday, is a rather unusual proceeding for representative men in an American city" said a resident to-day. "It looks like a frank confession that the inventive faculty of the nation has at last met with a mechanical or scientific problem which it is unable to solve. They would be a deplorable admission and, considering the achievements of the inventors in other fields, it would seem to be a rather too hasty conclusion—if indeed that is the full meaning of the pledge made by the subscribers to the anti-smoke manifesto. I have not heard that all the furnaces and fire-boxes of the city have been changed to the plan described in a recent number of the POST-EXPRESS, and although that plan would undoubtedly consume the smoke yet it would involve such a tearing up of the present plants that there is but little reason to expect that it will be adopted. Some of the methods proposed for meeting the objection to smoke, that I have heard of, looked to changes in the furnace as the place where the reform should begin. Perhaps that is where science will ultimately effect the necessary improvement, but for present purposes and to meet the immediate demand, why would it not do to try to dispose of the smoke by some mechanical means? At all well regulated planing mills, furniture manufacturies, etc., the shavings are taken away from the planers by an exhaust fan situated at some remote part of the building. It occurs to me that the smoke could be drawn away from the top of a chimney by the same means that is employed to carry off the shavings. A slight breeze blows the smoke away now and if an artificial blast of wind was blown across the top of the chimney to create a draft the smoke would have to go. It could be discharged into a chamber that would hold the soot and allow the invisible gases to escape. The soot is what constitutes the main objection to the smoke at the present time when their owners have an interest would induce the coal consumers to adopt a perfect furnace that would consume the obnoxious gasses as well as the soot. The rig that I have outlined would not be an expensive one, it could probably be applied to the most offensive chimney in the city for a hundred dollars, and it would not cost more than a hundred dollars a year to run it. To give up the use of soft coal will cost most manufacturers a great deal more than a hundred dollars a year. This plan of course might fail—there is a large element of failure in human affairs—but as we have never been tried it might pay the signers of the resolution to pool their issues and give it a trial."

tax commissions, such as boards of improvements, police, fire, health, parks, water works, cemeteries, work house, etc., some of whom are elected by the people, some appointed by the council and some by the mayor and confirmed by the council. It's an incongruous, combative and disjointed family, which has accumulated additional rooms as required by growth and size of the family, each member, though living under the same roof, being independent of the other, having a separate service, according to respective ideas, caring nothing for efficiency or economy, knowing nothing as to financial outcome, but knowing this: that the house cannot fail, though it may tumble down because the father (the tax payer) oftentimes with indifference and sometimes too indulgently and carelessly foots the bills, whatever the amount they can for.

This form is not satisfactory to the majority of our people—those who desire to have our municipal affairs conducted on well known and successful business basis. They believe in eschewing the political features and in a non-partisan way of having but one legislative body and a small one at that, possessing the executive authority (which our council combines) elected by the people; of having as elective by the people a mayor with term of office long enough to become practical, police judge, clerk and treasurer; to conduct the business of the city into as few departments as possible and so that there will be a compact, harmonious working of the whole; to give the mayor full veto power and power to appoint the department heads, dividing equally between the two political parties; to give these department heads authority to appoint the respective subordinates.

The affairs then of the city say public works, police, fire, health, water, law, engineering, charity, correction, etc., covering the entire business field of the municipality, would be so combined and managed, that there could not be non-concurrent or disjointed action, since the mayor can call around the family table the heads of all the departments, for consultation and advice, so that with an earnest desire to act well and wisely, discordance could not prevail and it would be impossible, for instance, for one department to tear down what another had built up, and the needed supplies for the whole family would be provided in an intelligent and economical manner and waste and extravagance could not prevail.

The council should have power, by say at least three fourths vote, to remove from office any official, for cause only, and the mayor should have the power to dismiss any of his appointees for same reason.

The controller, appointed by mayor, should have authority to direct as to the system of bookkeeping in all of the departments and the system should be uniform. Department heads should be required to furnish the council and mayor with monthly balance sheets and the controller required to certify that the same are correct and that they agree with balances shown by the general books and accounts of his department.

With such a general system of government, you fix responsibility and know definitely who must account.

The mayor is generally and directly responsible and accountable to the people, and he, in turn, holds the single headed department through the chiefs responsible for the faithful discharge of their trust.

The people should not hesitate to trust their mayor. He is the creature of the people, and if he should fail, they will soon rectify, but his very responsibility will be his strongest safeguard and theirs. With responsibility fixed none can dodge a fault, be it intentional for evil purposes or only an error of the head. You can't do this with a hydra board head, for then the responsibility can be shifted and you fail to place it where it belongs.

The above are a few ideas that come to my mind as I write. Municipal government is not only an interesting question as to best forms, but is one susceptible of much thought and inquiry. From a practical personal knowledge, if the disposition is to be honest with and for the people, good suggestions and results will come.

Your friend,
GEORGE W. GARDNER.

THE SMOKE NUISANCE.

The people of Rochester will be gratified by reading a document and its accompanying signatures published on another page of the HERALD this morning. It is a pledge signed by a very large body of the leading business men of the city, for themselves or the firms or corporations they represent, agreeing after the first of January—to-morrow—to abate, so far as it is in their power, the smoke nuisance resulting from the use of soft coal.

Rochester has suffered less from this nuisance than many other manufacturing towns, but even here, as our editorial columns have frequently shown, the smoke of soft coal has commonly hung in heavy clouds over the city, causing serious inconvenience in many ways to the public.

The document elsewhere published shows that the leading business interests of the city have taken this matter in hand on their own account. With the disappearance of the smoke from their chimneys, the atmosphere of the town will become much clearer and the cases of those who persist in perpetrating the nuisance will become more conspicuous. We hope, however, that the good sense of all whose names are not on that list will lead them to follow the excellent example afforded by the merchants, manufacturers and owners of blocks who have already signed the pledge.

Hudson River Improvement.

The executive committee of the chamber of commerce held a meeting yesterday afternoon. A request was received from the Albany chamber of commerce that this chamber take some action regarding the improvement of the Hudson river. This work has up to the present time been done by the state government on the ground that the river is a part of the Erie canal system. It is now desired to secure federal aid so that the channel may be made navigable for ocean steamers of moderate size. A hearing before a committee of United States engineers is to be held in Albany on January 6th. John H. Chase and Secretary McClintock were selected to represent the Rochester chamber at this hearing.

[illegible] draft the smoke would have to go. It could be discharged into a chamber that would hold the soot and allow the invisible gases to escape. The soot is what constitutes the main objection to the smoke at the present time when their owners have an interest would induce the coal consumers to adopt a perfect furnace that would consume the obnoxious gasses as well as the soot. The rig that I have outlined would not be an expensive one, it could probably be applied to the most offensive chimney in the city for a hundred dollars, and it would not cost more than a hundred dollars a year to run it. To give up the use of soft coal will cost most manufacturers a great deal more than a hundred dollars a year. This plan of course might fail—there is a large element of failure in human affairs—but as it has never been tried it might pay the signers of the resolution to pool their issues and give it a trial."

The Post-Express.

ROCHESTER, WEDNESDAY, DEC. 31.

WATER FIGURES

PRESENTED TO THE COUNCIL BY CHIEF ENGINEER KUICHLING.

They Range From $1,076,000 to $2,936,000—The City Funds Low—New Charter Revision Committee—Other Improvements.

At last night's meeting of the Common Council the following communication was received from the city treasurer:

Owing to the existing circumstances just at this time, it becomes necessary to place before you the condition of the finances of the city.

There has been an unusually large amount of improvement done the past season, which has consumed considerable money in the matter of cash payments and also the first and second payments for work given in time orders, having become due and paid for—such improvements as Lake avenue, the roll for which is now in litigation; Lyell avenue and Saxton street, now waiting for the state appropriation, North St. Paul street and many others for which we have not yet received rolls. In these there has been scarcely anything collected, leaving over $150,000 due from this source, which it will be impossible to collect for some few months.

On the 24th day of December, 1890, I advertised for bids for the sale of $100,000 worth of bridge bonds, but did not receive an offer. I was in hope that the proceeds of such sale would be sufficient to meet the expenses of the city, which, just at this time, are quite heavy.

As there has been spent from the contingent fund for bridges $89,000, I would recommend the adoption of the following resolutions:

Very respectfully, V. FLECKENSTEIN, Treasurer.

Resolved, That the city treasurer be and he is hereby authorized and directed to issue, as necessary, the city's notes for the aggregate sum of $100,000, under the authority of section 81 of the city charter, said notes to be discounted under the direction of the finance committee and to be countersigned by its chairman, and the discount thereon to be charged to the contingent fund.

Upon motion of Alderman Kelly the resolution was adopted.

The water supply committee presented the following report:

Your special committee on additional water supply begs leave to report that for the purpose of enabling your honorable body to determine definitely and intelligently as to what amount the city shall be authorized to issue its bonds for an additional water supply, your committee requested Chief Engineer Kuichling to prepare estimates of the costs of an additional water supply from Hemlock and Conesus lakes, based upon the capacities of pipe of various sizes.

Those estimates are herewith presented, and it will be seen therefrom that for a pipe of sufficient size to carry an additional 15,000,000 gallons per day from Hemlock lake the cost, including water rights, will be about $2,100,000; that for a pipe of sufficient capacity to deliver 25,000,000 gallons, which is the maximum quantity that can be taken from Hemlock lake, the cost will be $2,710,000; that for the same quantities from Conesus lake the cost will be $1,976,000 and $2,491,000, respectively, and that for a pipe of capacity sufficient to take all the water from Conesus lake, which amounts, under average conditions to 34,000,000 gallons daily, the cost will be $2,936,000. It is therefore a question of great importance whether, if the executive board considers it go to Hemlock lake for an additional supply, the capacity of the pipe should not be great enough to exhaust that lake, and if the conclusion of the board is to look to Conesus lake, whether the capacity of that lake should not likewise be exhausted. The difference in cost in the latter cases will not be more than about 40 per cent, greater than the cost of drawing 15,000,000 gallons daily, and the additional quantity obtained will, in the case of Hemlock lake, suffice for twenty-five years and in the case of Conesus lake for thirty years.

Your committee feel that these momentous questions should be carefully considered by every member of the Common Council before final action is taken, and to that end recommends that the matter be postponed until next Tuesday evening, to which time the present meeting should be adjourned.

Engineer Kuichling's estimates, appended to the report, are as follows:

ROCHESTER, N. Y., Dec. 30, 1890.

To the Committee of the Common Council on Additional Water Supply:

GENTLEMEN—In response to your request to submit estimates of the cost of obtaining larger quantities of water from Conesus and Hemlock lakes than the previously named quantity of 15,000,000 per day, the undersigned begs leave to present the following approximate amounts:

Source.	Quantity per day.	Cost.	Cost with Steel Pipe.	Cost with Cast Iron Pipe.	Diameter Inches. Steel Pipe.	Diameter Inches. Cast Iron Pipe.
Hemlock Lake	15,000,000	$2,100,000	$1,860,000	$1,987,000	36	42
	25,000,000	2,700,000	2,350,000	2,500,000	42	48
	30,000,000	2,900,000	2,500,000	2,700,000	48	54
Conesus Lake	15,000,000	1,976,000	1,694,000	1,835,000	36	42
	25,000,000	2,491,000	2,157,000	2,300,000	42	48
	30,000,000	2,700,000	2,350,000	2,500,000	48	54
	40,000,000	2,900,000	2,500,000	2,700,000	54	60

Respectfully submitted,
E. KUICHLING,
Chief Engineer of Water Works.

Alderman Cleveland explained that it was proposed to lay the figures before the people and postpone action for one week. The report was laid on the table.

It was decided to pay James Palmer $800 for damages caused by sewage in Thomas creek last year. City Surveyor Peacock was instructed to prepare sprinkling and clearing ordinances for next season. A commission will be appointed to appraise property to be taken for the widening of North St. Paul street.

First ordinances were adopted as follows: Pennsylvania avenue cement walk, $4,200; Spring street cleaning, $775; Hist street pipe sewer, $3,600; Riverside avenue pipe sewer, $2,200; Big Ridge road grading and sewer, $17,500; Comfort street Medina improvement, $10,000.

Final ordinances were disposed of as follows: Franklin and Clinton streets sewer adopted; North St. Paul street pavement readjustment, postponed four weeks.

Alderman Seye vigorously opposed the payment by the entire city of the cost of adjusting the grade of North St. Paul street, $5,700, and the matter was referred to a special committee consisting of Aldermen Lewis, Schroth, Rauber, Sullivan and Bierbruer. On Alderman Seye's motion the city surveyor was instructed to prepare ordinances for the improvement of Lyell avenue from the canal to Lake avenue, for a brick pavement on Mason street, an asphalt pavement on Ravine avenue and a bridge across Deep Hollow at Ravine avenue. The resolution appointing a charter revision committee was reconsidered and a resolution for a new committee to consist of five aldermen, authorized to employ a secretary and stenographer at a cost not exceeding $500 and $250 respectively and to call in such persons as it may deem necessary for the completion of such revision, such persons to serve without pay, was adopted. The former committee, Aldermen Seyle, Kelly, McMillan, Fee and Judson, was reappointed. The use of the City hall was granted for the sessions of the State Woman's Relief corps convention February 25th and 26th. Action on the report of the penal ordinance committee recommending the repeal of the ordinance requiring undertakers to be licensed was postponed for two weeks as was also action on the proposed ordinance for stationary engineers. Action on the division of the Sixteenth ward was postponed four weeks. Alderman Lewis called attention to the exorbitant prices paid by the city for job printing, and upon his motion the contingent expense committee will endeavor to remedy the matter. The Council adjourned for one week.

U. & A. DECEMBER 31, 189

COMMON COUNCIL MEETING

IMPORTANT BUSINESS TRANSACTED BY THE ALDERMEN.

The City Will Borrow $100,000 on its Notes—Estimates of the Cost of an Additional Water Supply—Proposed Ordinance Licensing Stationary Engineers.

At the regular meeting of the Common Council last evening all the members were present except Ald. McMillan. Under the first order of business a petition for an asphalt pavement on East avenue, east of Goodman street, to the city line, was received. The following communication from the City Treasurer was submitted by Ald. Kelly:

To the Common Council:

GENTLEMEN: Owing to the existing circumstances just at this time, it becomes necessary to place before you the condition of the finances of the city.

There has been an unusually large amount of improvements done the past season which has consumed considerable money in a matter of cash payments; and also the first and second payments for work given on time orders having become due and paid for such improvements as Lake avenue, of which the roll is now in litigation; Lyell avenue and Saxton street, waiting for the state appropriation, and other streets of which we have not received rolls.

On these there has been scarcely anything collected, leaving over $150,000 due from this source which will be impossible to collect for some few months.

On the 24th day of December, 1890, I advertised for bids for the sale of $100,000 worth of bridge bonds, but did not receive an offer. I was in hope that the proceeds of such sale would be sufficient to meet the expenses of the city, which, just at this time, are quite heavy.

As there has been spent from the contingent fund for bridges $89,000, I would recommend the adoption of the following resolutions:

Very respectfully,
V. FLECKENSTEIN,
Treasurer.

Resolved, That the city treasurer be and he is hereby authorized and directed to issue, as necessary, the city's notes for the aggregate sum of $100,000, under the authority of section 81 of the city charter, said notes to be discounted under the direction of the finance committee and to be countersigned by its chairman, and the discount thereon to be charged to the contingent fund.

The resolution accompanying the report was adopted on Ald. Kelly's motion.

The presentation of a report from the water supply committee was the next order of business, as follows:

To the Honorable the Common Council:

Your special committee on additional water supply beg leave to report that for the purpose of enabling your honorable body to determine definitely and intelligently as to what amount the city shall be authorized to issue its bonds for an additional water supply, your committee requested Chief Engineer Kuichling to prepare estimates of the costs of an additional supply from Hemlock and Conesus lakes based upon the capacities of pipe of various sizes. Those estimates are herewith presented and it will be seen therefrom that for a pipe of sufficient size to carry an additional 15,000,000 gallons per day from Hemlock lake the cost, including water rights, will be about $2,100,000; that for a pipe of sufficient capacity to deliver 25,000,000 gallons, which is the maximum quantity that can be taken from Hemlock lake, the cost will be $2,710,000. That for the same quantities from Conesus lake the cost will be $1,976,000 and $2,491,000, respectively; and that for a pipe of capacity sufficient to take all the water from Conesus lake, which amounts under average conditions to 34,000,000 gallons daily, the cost will be $2,936,000. It is therefore a question of great importance whether, if the Executive Board concludes to go to Hemlock lake for an additional supply, the capacity of the pipe should not be great enough to exhaust that lake; and if the conclusion of the board is to look to Conesus lake, whether the capacity of that lake should not likewise be exhausted. The difference in cost in the latter cases will not be more than 40 per cent. greater than the cost of drawing 15,000,000, and the additional quantity obtained will, in the case of Hemlock lake, suffice for twenty-five years and in the case of Conesus for thirty years.

Your committee feel that these momentous questions should be carefully considered by every member of the Common Council before final action is taken, and to that end recommend that the matter be postponed until next Tuesday evening, to which time the present meeting should be adjourned.

Here is the accompanying table, prepared by Engineer Kuichling:

ROCHESTER, N. Y., Dec. 30, 1890.

To the Committee of the Common Council on Additional Water Supply:

GENTLEMEN: In response to your request to submit estimates of the cost of obtaining larger quantities of water from Conesus and Hemlock lakes, than the previously named quantity of 15,000,000 gallons per day, the undersigned begs leave to present the following approximate amounts:

Source.	Quantity per day.	Cost.	Cost with Steel Pipe.	Cost with Cast Iron Pipe.	Diameter Inches. Steel Pipe.	Diameter Inches. Cast Iron Pipe.
Hemlock Lake	15,000,000	$2,100,000	$1,860,000	$1,987,000	36	42
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	30,000,000	2,700,000	2,350,000	2,500,000	48	54
	40,000,000	2,900,000	2,500,000	2,700,000	54	60

Respectfully submitted,
E. KUICHLING,
Chief Engineer of Water Works.

Ald. Cleveland moved that the report lay on the table until next Tuesday evening, in order that the press and public may have an opportunity to express their views. The motion was carried.

It was decided to pay James Palmer $800 a year for sewage damages until the construction of the east side trunk sewer.

A resolution was adopted instructing

HERALD

DECEMBER 31, 1890.

AS IT IS IN CLEVELAND.

Mayor Gardner Writes of City Government and Misgovernment.

Aldermen Seye had his pockets full of letters last night. They were from other cities and related to charters, municipal government and things of like character. Perhaps that from Mayor Gardner of Cleveland is the most interesting. It is as follows:

CITY OF CLEVELAND, OHIO.
EXECUTIVE DEPARTMENT.
Dec. 27, 1890.

DeVillo W. Seye, Esq., 19 City Hall Building, Rochester, N. Y.:

DEAR SIR: In reply to yours of the 13th I have sent you copy of an annual containing a message, by which you will have some idea of our form of government and that we have not a charter but are legislated—and sometimes "to death"—as the whims of our learned legislators or the desires of an ambitious local citizen may dictate. "To be or not to be"—a charter for "home rule" or a windmill, turning its tail as the wind blows, is a question.

Beginning with 1836, when Cleveland became an incorporated city, and until about six years ago, we were governed by a single legislative body, a common council. Then by act of the legislature was added a board of aldermen, which body existed about four years, when the law was repealed and we returned to the single system.

Among the more conservative of our people who have posted themselves as to our municipal methods there is a feeling that in a large city like ours the check needed is more certain in having a concurrent body for legislative purposes, while a certain class who want always the public purse where it is the most accessible prefer a single body and a mayor minus the veto power. With us now the mayor has a veto only in matters of legislation calling for an expenditure of money.

We have what is commonly called the board system—that is, with nearly all of the different departments there are in general management "boards," varying in number of members from three to six in each (besides a board of education of twenty members, an entirely independent branch, who levy and expend, subject to no other direction or control, except tax commissions, such as boards of improvements, police, fire, health, parks, water works, cemeteries, work house, etc., some of whom are elected by the people, some appointed by the council and some by the mayor and confirmed by the council. It's an incongruous, combative and disjointed family, which has accumulated additional rooms as required by growth and size of the family, each member, though living under the same roof, being independent of the other, having a separate service, according to respective ideas, caring nothing for efficiency or economy, knowing nothing as to financial outcome, but knowing this: that the house cannot fail, though it may tumble down because the father (the tax payer) oftentimes with indifference and sometimes too indulgently and carelessly foots the bills, whatever the amount they can for.

This form is not satisfactory to the majority of our people—those who desire to have our municipal affairs conducted on well known and successful business basis. They believe in eschewing the political features and in a non-partisan way of having but one legislative body and a small one at that, possessing the executive authority (which our council combines) elected by the people; of having as elective by the people a mayor with term of office long enough to become practical, police judge, clerk and treasurer; to conduct the business of the city into as few departments as possible and so that there will be a compact, harmonious working of the whole; to give the mayor full veto power and power to appoint the department heads, dividing equally between the two political parties; to give these department heads authority to appoint the respective subordinates.

The affairs then of the city say public works, police, fire, health, water, law, engineering, charity, correction, etc., covering the entire business field of the municipality, would be so combined and managed, that there could not be non-concurrent or disjointed action, since the mayor can call around the family table the heads of all the departments, for consultation and advice, so that with an earnest desire to act well and wisely, discordance could not prevail and it would be impossible, for instance, for one department to tear down what another had built up, and the needed supplies for the whole family would be provided in an intelligent and economical manner and waste and extravagance could not prevail.

The council should have power, by say at least three fourths vote, to remove from office any official, for cause only, and the mayor should have the power to dismiss any of his appointees for same reason.

The controller, appointed by mayor, should have authority to direct as to the system of bookkeeping in all of the departments and the system should be uniform. Department heads should be required to furnish the council and mayor with monthly balance sheets and the controller required to certify that the same are correct and that they agree with balances shown by the general books and accounts of his department.

With such a general system of government, you fix responsibility and know definitely who must account.

The mayor is generally and directly responsible and accountable to the people, and he, in turn, holds the single headed department through the chiefs responsible for the faithful discharge of their trust.

The people should not hesitate to trust their mayor. He is the creature of the people, and if he should fail, they will soon rectify, but his very responsibility will be his strongest safeguard and theirs. With responsibility fixed none can dodge a fault, be it intentional for evil purposes or only an error of the head. You can't do this with a hydra board head, for then the responsibility can be shifted and you fail to place it where it belongs.

The above are a few ideas that come to my mind as I write. Municipal government is not only an interesting question as to best forms, but is one susceptible of much thought and inquiry. From a practical personal knowledge, if the disposition is to be honest with and for the people, good suggestions and results will come.

Your friend,
GEORGE W. GARDNER.

THE SMOKE NUISANCE.

The people of Rochester will be gratified by reading a document and its accompanying signatures published on another page of the HERALD this morning. It is a pledge signed by a very large body of the leading business men of the city, for themselves or the firms or corporations they represent, agreeing after the first of January—to-morrow—to abate, so far as it is in their power, the smoke nuisance resulting from the use of soft coal.

Rochester has suffered less from this nuisance than many other manufacturing towns, but even here, as our editorial columns have frequently shown, the smoke of soft coal has commonly hung in heavy clouds over the city, causing serious inconvenience in many ways to the public.

The document elsewhere published shows that the leading business interests of the city have taken this matter in hand on their own account. With the disappearance of the smoke from their chimneys, the atmosphere of the town will become much clearer and the cases of those who persist in perpetrating the nuisance will become more conspicuous. We hope, however, that the good sense of all whose names are not on that list will lead them to follow the excellent example afforded by the merchants, manufacturers and owners of blocks who have already signed the pledge.

Hudson River Improvement.

The executive committee of the chamber of commerce held a meeting yesterday afternoon. A request was received from the Albany chamber of commerce that this chamber take some action regarding the improvement of the Hudson river. This work has up to the present time been done by the state government on the ground that the river is a part of the Erie canal system. It is now desired to secure federal aid so that the channel may be made navigable for ocean steamers of moderate size. A hearing before a committee of United States engineers is to be held in Albany on January 6th. John H. Chase and Secretary McClintock were selected to represent the Rochester chamber at this hearing.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

SCHOOL BOARD SCANDAL.

Mayor Carroll Presented the Chamber of Commerce Resolution.

President L. P. Ross, E. R. Andrews and H. B. Hathaway, a committee representing the chamber of commerce, waited on Mayor Carroll yesterday morning and presented to him a copy of the following resolution passed at the December meeting of the chamber:

Whereas, The investigating committee of the common council has shown that the board of education for the year 1889-90 has violated the city charter in overdrawing the appropriations by about $43,000; and

Whereas, It has also been shown that two commissioners have habitually violated chapter 493, section 473, of the penal code; and,

Whereas, It is the sworn duty of the mayor to see that the laws are enforced;

Resolved, That the chamber of commerce urges his honor, Mayor Carroll, to cause proper proceedings under the charter to be brought against the members of the board of education of the year 1889-90, and under the penal code against the two commissioners who have sold goods to the city.

The mayor received the gentlemen courteously and an informal discussion ensued. He promised to give the matter his consideration and to inform the committee as soon as his decision is made.

To a HERALD reporter the mayor said last evening that he should take no action in the matter before Friday. Without committing himself, his honor intimated that he thought the request conveyed in the resolution should be heeded.

ROCHESTER MORNING

THE FIGURES

RANGE FROM $1,976,000 TO $2,936,000

They Are For Varying Amounts From Hemlock and Conesus Lakes — Communication From Treasurer Fleckenstein.

All the aldermen met in the council chamber last evening with the exception of the gentleman who represents the Third ward. By one of those spasms of punctuality with which the board is occasionally attacked business was begun promptly at seven o'clock and was continued at a speedy pace until a number of important matters of city government had been cleared away.

Among the petitions was one introduced by Alderman Lewis, who wore a gorgeous new neck-tie in honor of the occasion, praying the council to pass an ordinance for an asphalt pavement on East avenue, east of Goodman street. Then Alderman Kelly, chairman of the finance committee, presented an important communication from the city treasurer. It is as follows:

Owing to the existing circumstances just at this time, it becomes necessary to place before you the condition of the finances of the city.

There has been an unusually large amount of improvement done the past season, which has consumed considerable money in the matter of cash payments and also the first and second payments for work given in time orders, having become due and paid for—such improvements as Lake avenue, the roll for which is now in litigation; Lyell avenue and Saxton street, waiting for the state appropriation, North St. Paul street and many others for which we have not yet received rolls. On these there has been scarcely anything collected, leaving over $150,000 due from this source, which it will be impossible to collect for some few months.

On the 24th day of December, 1890, I advertised for bids for the sale of $100,000 worth of bridge bonds, but did not receive an offer. I was in hope that the proceeds of such sale would be sufficient to meet the expenses of the city, which, just at this time, are quite heavy.

As there has been spent from the contingent fund for bridges $80,000, I would recommend the adoption of the following resolution.

Very respectfully, V. FLECKENSTEIN, Treasurer.

Resolved, That the city treasurer be and he is hereby authorized and directed to issue, as necessary, the city's notes for the aggregate sum of $100,000, under the authority of section 81 of the city charter, said notes to be discounted under the direction of the finance committee and to be countersigned by its chairman, and the discount thereon to be charged to the contingent fund.

The resolution accompanying the report was adopted on Alderman Kelly's motion.

Next in the order of important business was the presentation of a report from the water supply committee, as follows:

Your special committee on additional water supply begs leave to report that for the purpose of enabling your honorable body to determine definitely and intelligently as to what amount the city shall be authorized to issue its bonds for an additional water supply, your committee requested Chief Engineer Kuichling to prepare estimates of the costs of an additional supply from Hemlock and Conesus lakes, based upon the capacities of pipe of various sizes.

Those estimates are herewith presented, and it will be seen therefrom that for a pipe of sufficient size to carry an additional 15,000,000 gallons per day from Hemlock lake the cost, including water rights, will be about $2,100,000; that for a pipe of sufficient capacity to deliver 25,000,000 gallons, which is the maximum quantity that can be taken from Hemlock lake, the cost will be $2,710,000; that for the same quantities from Conesus lake the cost will be $1,976,000 and $2,491,000, respectively, and that for a pipe of capacity sufficient to take all the water from Conesus lake, which amounts, under average conditions to 34,000,000 gallons daily, the cost will be $2,936,000. It is therefore a question of great importance whether, if the executive board concludes to go to Hemlock lake for an additional supply, the capacity of the pipe should not be great enough to exhaust that lake, and if the conclusion of the board is to look to Conesus lake, whether the capacity of that lake should not likewise be exhausted. The difference in cost in the latter cases will not be more than about forty per cent. greater than the cost of drawing 15,000,000 gallons and the additional quantity obtained will, in the case of [illegible] twenty-five years and in the case of Conesus for thirty years.

Your committee feels that these momentous questions should be carefully considered by every member of the common council before final action is taken. [illegible] recommends that the matter be [illegible] Tuesday evening, [illegible] meeting should be adjourned.

Engineer Kuichling's estimates, appended to the report, are as follows:

ROCHESTER, N. Y., Dec. 30, 1890.

To the Committee of the Common Council on Additional Water Supply:

GENTLEMEN: In response to your request to submit estimates of the cost of obtaining larger quantities of water from Conesus and Hemlock lakes than the previously named quantity of 15,000,000 gallons per day, the undersigned begs leave to present the following approximate amounts:

Number of Gallons delivered per Day, Allowing for future Deterioration.	HEMLOCK LAKE. Diameter inches.	Cost with Cast Iron Pipe.	Cost with Steel Pipe.	CONESUS LAKE. Diameter, inches.	Cost with Cast Iron Pipe.	Cost with Steel Pipe.
15,000,000	34	....	....	36	$1,809,000	$1,767,000
17,500,000	36	$1,975,000	$1,944,000	38	1,996,000	1,882,000
20,000,000	40	2,367,000	2,210,000	42	2,170,000	2,056,000
25,000,000	44	2,590,000	2,410,000	46	2,451,000	2,324,000
28,000,000	:	....	....	48	2,594,000	2,600,000
34,000,000	:	....	....	52	2,896,000	2,702,000
Add in each case for damage to mill privileges on outlets of lakes........	:	120,000	120,000	:	40,000	40,000

Respectfully submitted, E. KUICHLING, Chief Engineer of Water Works.

After the report had been read Alderman Cleveland said that the idea of the committee was to lay this report before the people and let it lie on the table for a week before taking action. He made a motion to this effect and it was agreed to.

Passing to the consideration of minor affairs, the aldermen voted to enter into a contract to pay James Palmer $800, from year to year, for the privilege of emptying sewage into Thomas creek.

City Surveyor Peacock was instructed to prepare the sprinkling and cleaning ordinances for the season of 1891. By this early action it is hoped to avoid the necessity of hiring men to do the work before the regular contracts are let. A resolution was adopted providing for a commission to appraise the property necessary to be taken for the widening of North St. Paul street.

There was a tempest in a teapot over a resolution providing for a commission for a proposed new street from Jefferson avenue to Genesee street. This improvement is to be in the eighth ward, and Alderman Shelter, thinking that he ought to have something to say about it, wanted the resolution adopted. The matter was laid on the table for two weeks however, by a vote of 10 to 4, several of the aldermen having pledged themselves to vote for delay.

The following first ordinances were adopted: Pennsylvania avenue cement walk, $4,200; Spring street cleaning, $775; Flint street pipe sewer, $3,600; Riverside avenue pipe sewer, $2,200; Big Ridge road grading and sewer, $17,500; Comfort street Medina improvement, $10,600.

Final ordinances were disposed of as follows: Franklin and Clinton streets sewer, adopted; North St. Paul street pavement readjustment, postponed four weeks.

Another wrangle ensued on the question of adopting the final ordinance for the readjustment of the North St. Paul street pavement, which, between the railroad bridge and Lowell street, is several inches below the grade of the street, by a blunder made at the time the present pavement was laid. The work of remedying this defect will cost about $6,700, and the knotty point was whether this should be paid by the whole city or the locality benefited. The ordinance provides that the city at large shall foot the bill, but it was vigorously opposed by Alderman Selye and others and failed to pass, although a majority of those present—the vote stood 8 to 7—were in favor of it. It requires 12 votes to pass an ordinance for an improvement for which there is no majority petition. After the ordinance had failed to pass the subject was postponed four weeks and was referred to a special committee, consisting of Aldermen Lewis, Schroth, Rauber, Sullivan and Bierbruer.

On Alderman Selye's motion the city surveyor was instructed to prepare ordinances for a bridge across Deep hollow at Ravine avenue; for a first-class Medina stone pavement and for an asphalt pavement for Lyell avenue, from Lake avenue to the canal bridge, and for asphalt and brick pavements on Mason street.

The name of Guenther street was changed to Brunswick street.

The enabling acts for the proposed water supply were laid over until the next meeting.

A large number of assessment rolls were confirmed including that for the new boulevard.

Alderman Selye moved that the resolution appointing the charter revision committee be reconsidered. This was carried and then the alderman offered a resolution for a new committee to consist of five aldermen, authorized to employ a secretary and stenographer at a cost not exceeding $500 and $250 respectively and "to call in such persons as it may deem necessary for the completion of such revision, such persons to serve without pay." This was adopted. The old committee, consisting of Aldermen Selye, Kelly, McMillan, Fee and Judson, was re-ap-

[illegible]

On Mrs. J. P. Cleary's request the use of the city hall was granted for the state Woman's Relief corps convention to be held in this city February 25th and 26th.

Alderman J[illegible] the report of the [illegible] committee recommending the repeal of the ordinance for the licensing of undertakers. This was laid over for two weeks as was the proposed ordinance in relation to stationary engineers. The proposed charter amendment for the division of the Sixteenth ward was postponed four weeks.

The petition of the Turnverein for a remission of the taxes on Turn hall was referred to the assessment committee.

Under the order of miscellaneous business Alderman Lewis called attention to alleged exorbitant prices paid by the city for job printing. He particularly referred to the bills for legal printing, saying that the city paid $1 per page for appeal books, while the price to private individuals does not exceed seventy-five cents. Legal blanks were also said to be sold to the city in wholesale quantities at retail rates. The alderman moved that the matter be referred to the contingent expense committee, with instructions to devise some plan for remedying this evil, and his motion was carried.

The council adjourned for one week.

RAILROAD NOTES.

Articles of incorporation of the Mohawk and St. Lawrence railroad were filed yesterday morning with the secretary of state. The capital stock is placed at $2,000,000 and the road is 175 miles long, running from Utica to a point at or near Gouverneur in the county of St. Lawrence. There are 20,000 shares, of which H. Walter Webb takes 1,750. The managers for one year are H. Walter Webb, J. M. Toucey, Theodore Voorhees, C. M. Bissell, F. A. Harrington and Walter Katte, Thomas L. James, J. B. Dutcher, Frank Loomis, W. J. Van Arsdale, and I. A. Place, of New York, and E. V. Rossiter of Flushing. This is the much talked of route which the Central is now surveying from Utica to the St. Lawrence river. The surveyors have now reached a point near Trenton. Their work is rendered somewhat difficult by the deep snow which lies in that region but they are nevertheless making good progress.

J. W. Watson, division superintend-

END OF BOOK