

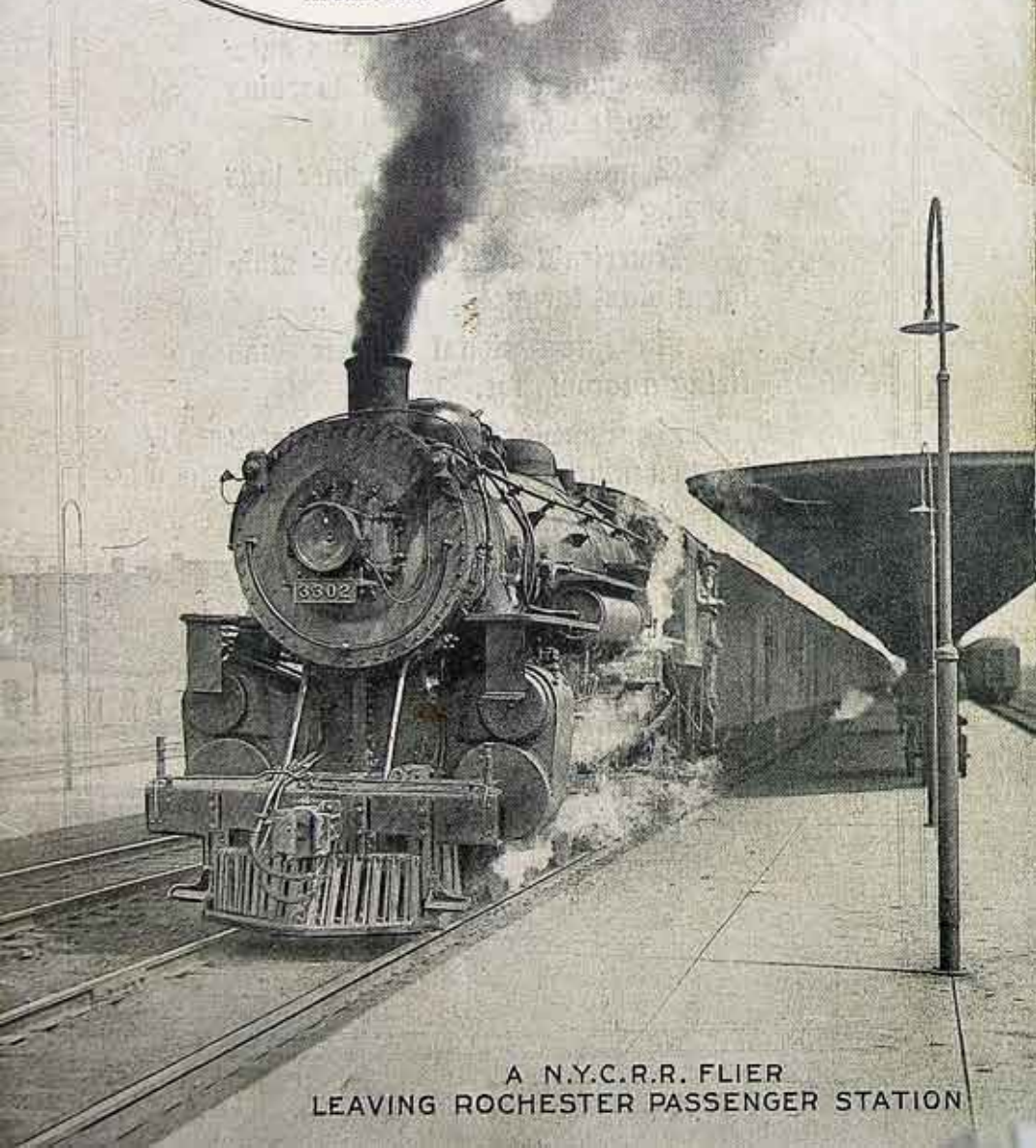
Volume 10

Number 10

GAS and ELECTRIC NEWS

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APRIL, 1923



A N.Y.C.R.R. FLIER
LEAVING ROCHESTER PASSENGER STATION

The Land of Opportunity

In 1890—

The world's most famous automobile manufacturer was working in a bicycle shop.

A millionaire hotel owner was hopping bells.

America's steel king was stoking a blast furnace.

An international banker was firing a locomotive.

A president of the United States was running a printing press.

A great merchant was carrying a pack on his back.

A railroad president was pounding a telegraph key.

There's Always Room at the Top—

Where'll You be in 1945?

—The Lever.

Alfred H. Smith, One of Our Directors



ALFRED H. SMITH
President, New York Central Lines

ALFRED H. Smith, President of the New York Central Lines, is a notable example of the way in which an American boy with grit and determination can rise to the top.

Mr. Smith started work in 1879, at the age of 14, as a messenger boy in the offices of the old Lake Shore & Michigan Southern Railroad at Cleveland at \$18 a month,—going to work at this early age to support his mother and sisters. When he was 19 he was a railway clerk getting \$50 a month. He had ambition and vision and saw that it would take years for him to reach the position held by his boss, a chief clerk, who was getting \$125 a month.

He took stock of his position and his outlook and determined to get into the real railroad work, out on the firing line where things were done, not merely recorded. He had no technical training, however, and realized that the only way to get started was as a laborer. So he quit the office, gave up his \$50 a month and began as a laborer in a construction gang at \$1.50 per day. Of this he has said: "Was it tough going? Say, at the end of the first day I thought my arm would fall out of its socket: For I was put on a cross cut saw, and a husky Dutchman at the other end of it kept yelling at me all day: 'Pull the saw—don't ride it!'"

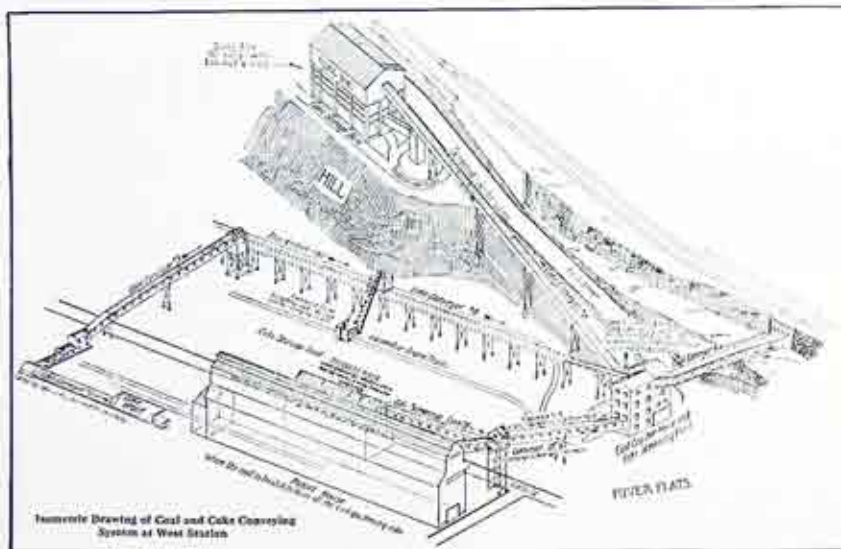
His sleeping quarters now consisted of a box car or a coach and often he did not take his clothes off for days. In three years he was made foreman.

Later he became foreman of construction works. The general superintendent, who had been observing him, suddenly appeared one day and announced he had appointed him superintendent of the Kalamazoo Division of the Lake Shore & Michigan Southern, now a part of the New York Central, at the age of 25, being perhaps the youngest man ever intrusted with such responsibility at that time.

Today, Mr. Smith is President of all New York Central Lines, whose mileage is sufficient to cross the continent five times. He has under him an army of more than 150,000 persons. The properties in his charge represent an investment of nearly \$2,000,000,000. Since 1900 the money expended on these lines in improvements alone has risen well up to the billion-dollar mark.

During the war Mr. Smith was Regional Director of the Eastern Region—in direct charge of more than 200 different railroads. As Regional Director Mr. Smith and his forces wrought wonders in getting from the factories and other sources to the eastern seaboard the supplies needed by our troops in France, and by our allies.

When, a few years ago, the Canadian railroads were in a bad tangle, Mr. Smith was called upon to solve the perplexing problems presented. He was the Chairman and the only American member of the Royal High Commission of Canada, and his work elicited high praise.



Coke Equipment Improvements at West Station

A. M. BEEBEE

THE demands of our customers for coke are to a large extent dependent upon the weather, for, during the severe winter periods, the rate of fuel consumption in a household is at its maximum. This fact coupled with the tendency of human nature to delay action till a need arises necessitates the reclaiming from stock, screening, sizing and delivery of large tonnages of coke over comparatively short periods. It is also during the severe winter weather that the reclaiming of coke and its conveying and screening is unusually difficult and tedious. With a blizzard raging the process of keeping cranes, conveyors, screens and other machinery operating at maximum speed is by no means a simple one, and often is particularly arduous and discouraging. The forecasting of these times is impossible, except that we know they will generally come during December, January and February. It is therefore necessary for us to be

prepared during these periods for the peak load that a sudden demand for coke may place upon us.

The coke producing plant at West Station was built originally with an "available-for-sale" coke capacity of approximately 220 tons per day. Last summer this was increased to 280 tons by the installation of the 4th battery of 63 retorts which increased the load on our coke handling, conveying and screening equipment proportionately, in addition to the peaks caused when reclaiming coke from the stock pile during the winter months.

When the Cokes Sales Department is selling coke at a slower rate than we are producing then we are required to put the balance into our stock pile. This process goes on to a greater or less degree during about nine months of the year, in which time a large pile of coke is built up in the storage yard. During the remaining three months the reverse

process takes place and as the coke sales increase above our production the difference is taken from our storage pile. The total amount of coke handled per day out of our plant during the peak periods runs between 500 and 550 tons.

In order to get the coke from the yard back into the conveying system locomotive cranes are used as shown in Figure 1.

Originally one of these cranes with a 60 foot boom and a receiving hopper was located on conveyor number 4. This equipment was formerly the only practical means that we had for reclaiming coke from our storage pile, and during periods of great demand it operated from 15 to 18 hours a day, seven days a week. Obviously under such strain maintenance was very difficult, operation unusually tedious and breakdowns or delays were especially expensive.

In order to increase our coke handling capacity as well as incorporate the feature of reserve equipment, an

additional locomotive crane and traveling hopper on number 4 conveyor were recently purchased. This new crane, which is shown in Fig. 1, is of the same design and type as the other one, and provides for interchangeability of repair parts, and ease for operators in changing from one crane to another. However, it has a 10 foot longer boom than the older crane which will mean that some 4,000 more tons of coke, can be reached from the yard and placed in the traveling hopper on number 4 conveyor than was possible with the old crane. This feature will allow for stocking a similar additional amount without double handling, which will help considerably in the reduction of the breakage of coke which is unavoidable in the process of stocking. The use of two cranes will also aid when our stock pile is nearly exhausted, for one crane can then be used for cleaning up the yard and feeding coke to an advantageous position to be picked up by the other



Figure 1. Scene at West Station where two Locomotive Cranes aided by Traveling Hoppers Handle in Normal Periods Approximately 550 Tons of Coke per Day. Interchangeability of Parts in these Cranes Adds to their Efficiency. The Crane in Foreground, recently Purchased, has a Boom 10 Foot Longer than its Mate Shown in the Right Distance

crane and fed into the hopper. Tracks and switches will facilitate the proper placing of the cranes and obtain maximum efficiency in the handling of the fuel which will also help to reduce the breakage loss of handling.

The new traveling hopper on number 4 conveyor is an improvement over the old one in that it has a motor for driving the hopper in either direction along the conveyor. During times of rush operation this feature will be a distinct advantage. In the past it has been necessary to use the crane to move the hopper along the conveyor, the crane pushing the hopper by means of its bucket.

The original screening equipment for screening and sizing the fuel consisted of two sets of the Robins type shaking screens one of which is shown in Figure 2.

During periods of heavy demand this equipment likewise operated

over long hours, frequently running for days without interruption or shut-down even for repairs. This situation will now be reduced by the installation of a third set of screens of a capacity equivalent to the total of the two original sets, with the possibility of using all or any part of the screening equipment at a time. This will provide for double the present screening capacity, which means that we will be able to operate our equipment in a much better manner and make possible more frequent maintenance inspector work.

The new screens purchased are of the late model "Robins Perfex Type" as shown in Fig. 2, which is an improvement over the old screens, in that they not only require less power to operate and less maintenance work, but also give a considerably better quality of screened product.

After the coke has been screened

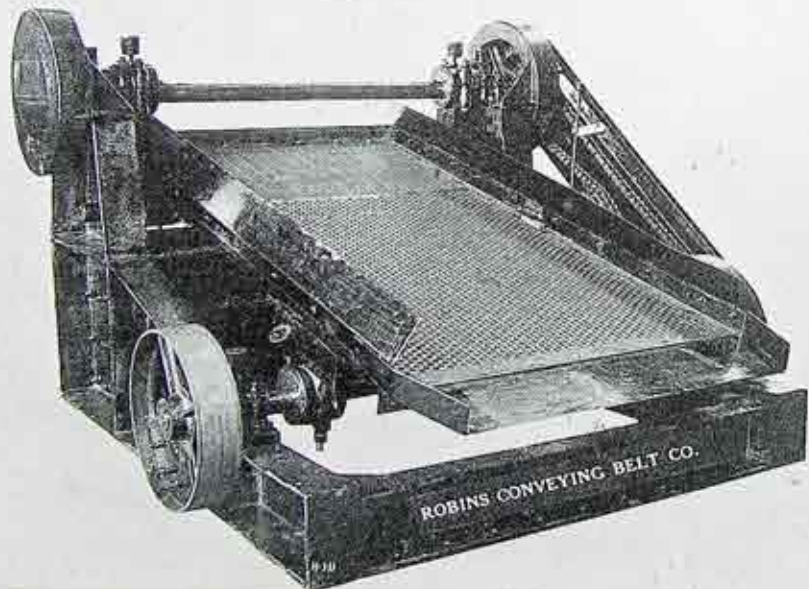


Figure 2. One of the Three Robins Shaking Screens Now in Use at West Station for Screening Coke. These Screens Operate at a Minimum of Power and Give a Fine Quality of Product With a Comparatively Low Cost of Maintenance and Inspection



Figure 3. Scene in the Loft of the Coke Bins, Showing Apparatus Used in Sizing the Coke. From this Point the Coke is Chuted to Various Bins from Which it is Emptied into the Trucks Preparatory to Weighing and Delivering to Customers

and sized and put in the bins from which the trucks are loaded, it is still possible for the trucks to draw the fuel away faster than it can be delivered from the storage pile through the conveying system, screened and properly sized. It is here that the storage capacity of the bins functions, and in order to improve this point a study was made to devise proper means for increasing the storage capacity of the bins. To enlarge them would have been a large expense, but it was found upon study, that a considerable portion of our present bin capacity was not available due to the fact that there were parts of the bins that our loading chutes could not reach. By installing five new loading chutes properly placed it was possible to increase the effective capacity of these bins 22%. This will have an im-

portant bearing on our service to the Coke Sales Department, as it will mean in case of breakdown in the conveying and screening equipment that they will be able to continue loading trucks over a longer period than heretofore, without interruption.

It will also be possible for us to allow the capacity of the bins to be drawn lower on a Saturday night, thereby leaving more room in them for the regular plant production over Sunday, and a consequent reduction in the amount of coke spilled in the yard after the bins become full, which again will reduce the amount of breakage of the fuel while stocking and reclaiming.

It will therefore be seen that we have not only improved capacity but in so doing have also tended to reduce the breakage of our fuel which, of course, is highly desirable.

Our Growing Carpenter Shop

FRED R. BLAKESLEE

SOON after the General Construction Department was organized, about four years ago, a Carpenter and Paint shop was started in the building which was once the old retort house at East Station. After this building was abandoned the old retorts were taken out, leaving the two galleries, one on each side. This took place soon after the new West

Shop was building bodies for the coke trucks and producing most of the office partitions, cabinet and other work of this nature required by the Company which was a departure from its usual practise.

Owing to congestion in these two departments, the paint shop was finally moved to the Bantleon building on North Water Street where

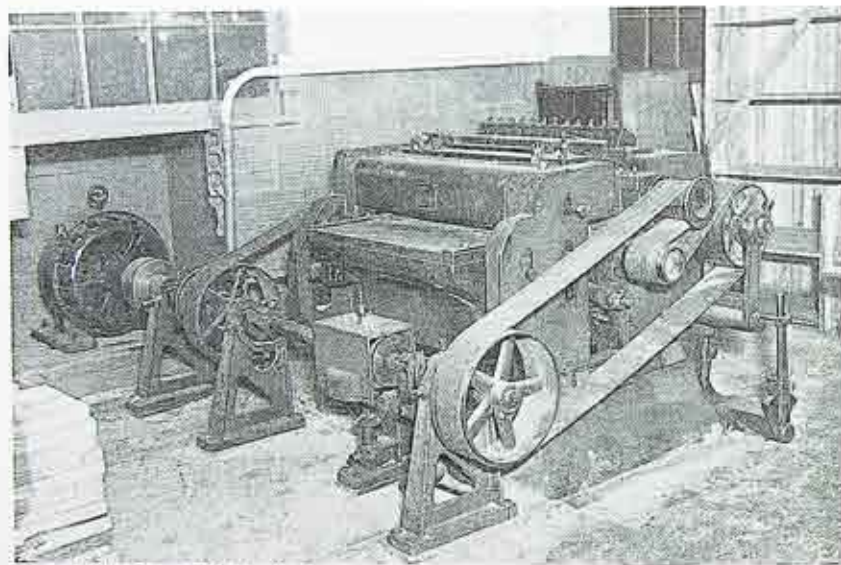


Figure 1. Showing the Double-Surface Planer Recently Installed in the Carpenter Shop at East Station. It is Driven By a 30 H. P. Alternating Current Motor and Has 2 Cutting Rolls Each Containing 4 Knives Which Run at a Speed of Approximately 1800 R. P. M. The Guard has Been Removed to Facilitate the Photographing of the Outfit.

Station Coal Gas Plant was put in operation. It was thought that the retort house would be large enough to accommodate the needs of a Carpenter and Paint shop for some time, so one of its galleries was used for the former and the other for the latter department. This space, however, was adequate for them but a short time, as they soon outgrew their new quarters, due to the increased scope and character of the work turned out in them. By this time the Carpenter

most of the Company painting is now done. The increased space which this change gave the Carpenter Shop again became inadequate for its growing needs when additional woodworking machines became necessary. Additional space was obtained by taking down sections of the two partitions that were on the gallery floors, thereby making one large room instead of two smaller ones. This was used both for lumber storage and for the installation of a double surface planer.

This planer is driven by a 30 H. P. alternating current motor that is directly connected to the end of the countershaft with a flexible coupling. It has two cutting rolls, one on the top and one on the bottom, each roll containing four knives that run at a speed of approximately 1800 R. P. M., its capacity being such that it will accommodate material up to six inches in thickness and thirty inches in width, with a feed of about seventy five feet per minute. Figure 1, shows this planer with its guard removed for the purpose of obtaining

prevented its use for the handling of large material which often is necessary. There seemed to be no better location for this necessary unit of equipment, but after some thought on the matter, the idea of constructing a portable bench presented itself and Figure 3 shows the result.

This portable bench is proving to be one of the best and handiest articles in the Carpenter Shop equipment. It can be moved at will to any part of the shop, and need never, therefore, be in the way to delay or hinder other operations. The bench is



Figure 2. Every Inch of Space is Utilized in the Carpenter Shop. These Coke Truck Bodies Were Constructed and Painted in this Shop, the Portable Skids greatly Facilitating the Process and Insuring the Utilization of Every Square Foot of Floor Space Available.

a photograph. At the present time space is again at a premium in the Carpenter Shop and all possible means are being used to avoid further congestion.

That necessity is truly the mother of invention is indicated by an innovation recently produced by the Carpenter Shop in the way of a portable work bench. Formerly a stationary work bench on which were mounted a drill press and an emery wheel was located in a corner of the shop near the band saw, a location which

mounted on four four-inch swivel casters, the drill press being located on one end of it and the emery grinder on the other. These are driven by a $\frac{3}{4}$ H. P. Direct Current motor with ordinary lamp cord connections that can be used on any lamp socket in the shop. Under the bench there is a small counter-shaft that is belted to the drill press and grinder just above the bench. Each has a loose pulley connection and can be run as an individual unit. The counter-shaft and belts are all guarded with

galvanized iron so as to insure the safety of the operator at all times.

Figure 2 shows a corner of the Carpenter Shop in which coke bodies are being constructed and painted. Three large bodies of this kind just about fill up this space, but their mounting on portable horses makes it possible to move them at will and facilitates work on them.

In figs. 4 and 5 are shown two stages in the construction of the portable manhole forms that are again coming into use in the Underground Department. As mentioned recently in this magazine, it is planned to use these forms quite generally during the coming season, and a number of them have been constructed recently by this Department. It is not hard to imagine the great amount of time and labor saved by the use of this

equipment in the construction of manholes. In A, Figure 4 is shown the template which is placed on the ground to mark the location and dimensions of the manhole to be constructed. The hole is dug large enough to accommodate the template, and the various sections composing the form, as indicated, are placed in position and after the complete unit has been installed and locked in place by a wedge made for the purpose, the concrete is poured in between the outer surface of the form and the ground forming the edge of the hole. It will be noted that the surface of the form is covered with galvanized iron sheeting which makes it easy to remove the form after the concrete has hardened. Figure 5 shows a completed form, ready for use, with template in the

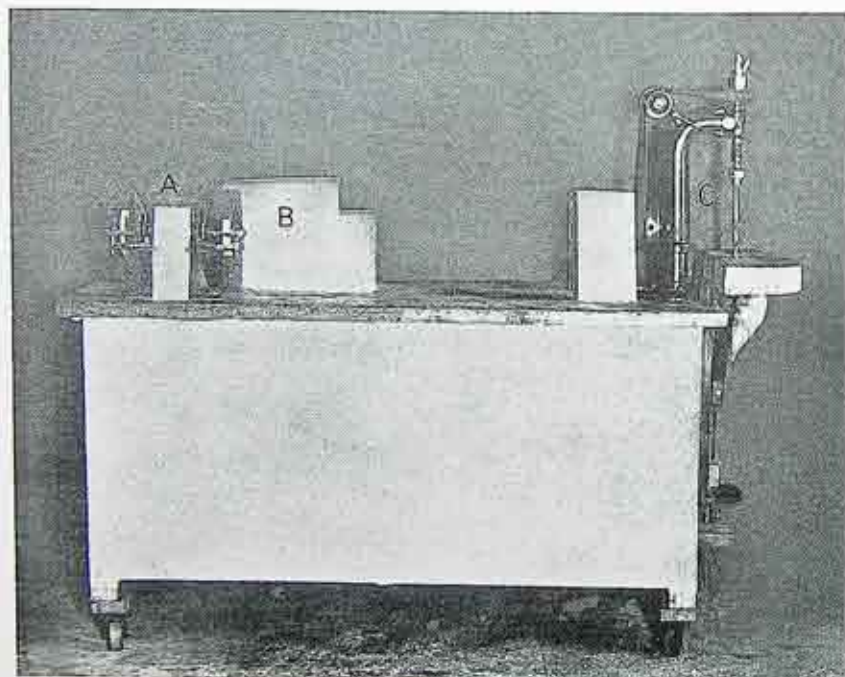


Figure 3, Showing one of the Most Popular Units of Equipment in the Carpenter Shop, a Portable Work Bench on Which is Mounted a Drill Press A and an Emery Wheel C the Whole being Rendered Portable by means of the 4 large Swivel Casters Shown. At B, is Shown the Position of the $\frac{1}{2}$ H. P. Motor that Operates Drill and Grinder.



Figure 4, Showing Wooden Manhole Form in Construction. A, shows the Template Used in Marking out the Size of Manhole to be constructed.

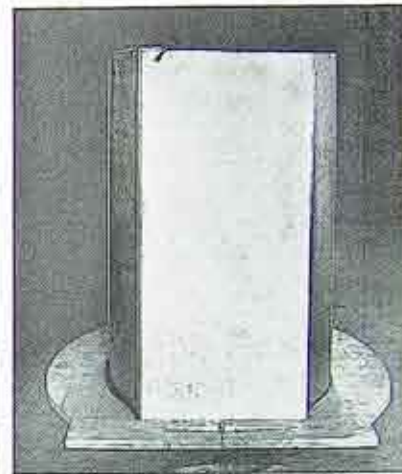


Figure 5, Showing Completed Form, Covered with Galvanized Sheetting and Ready for Placing in Position in Manhole Preparatory to Pouring in the Concrete.

position it would occupy after form had been placed in the hole dug for its reception.

Records kept by the Carpenter Shop show conclusively its general utility in connection with the healthy growth of the Company. It has been found that a large amount of the work of this nature required by the Company can be produced here at a substantial saving in time and money. To be sure, there are cases where certain jobs can be produced for less money on the outside, and in such a case the Carpenter Shop

is not given that particular commission, unless, as is sometimes the case, there is a great saving in time by being able to get the job done much more quickly in our own shop. This Shop has to bid on work the same as an outside shop, and unless a better figure can be given on work the job goes elsewhere. Therefore it can be seen that the growth of this branch of the organization is due to its ability to produce satisfactory work with a commensurate saving in time, or money, and often both.

A Word for Electricity

We really don't appreciate the good electric light until at last there comes along a dark and stormy night, when the illumination is put upon the blink and we are left in darkness with lots of time to think. We grope along the darkened streets and oft-times stub a toe; in doubt at some strange corner as to which way to go.

We miss the gentle humming of the old electric fan, the best of all life-savers since this old world began. We miss the percolation of the coffee in the pot and the hotel elevator when the weather's so blamed hot. But when the juice comes on again it fills out souls with joy; we're just as happy as a kid with some new fangled toy.—Sedg.

GAS and ELECTRIC NEWS

ROCHESTER GAS & ELECTRIC CORPORATION
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Vol. 10 April, 1923 No. 10

If you want to succeed in the world you must make your own opportunities as you go on. You can commit no greater folly than to sit by the roadside until some one comes along and invites you to ride.

—John B. Gough.

OUR leading article in this issue of Gas and Electric News describes briefly the rise of one of the colossal figures of modern railroading, a genius in whom is combined financial ability of a high order and management ability to an unusual degree with a superior personality which commands respect and wins cooperation.

Many Company employees are not aware of the fact that Mr. A. H. Smith, President of the New York Central Lines, is a member of the Board of Directors of the Rochester Gas and Electric Corporation, and as such contributes largely to the management of our own Company

through the wise counsel which his great ability and vast experience makes possible. The brief story of his rise to power is presented in our pages to inspire individual effort toward success and to show that the men guiding our Company with whom we are acquainted are associated in this task with others, who while not known personally by us, are equally able, and are recognized as leaders in the business world.

Mr. Smith's success is an outstanding example of what is possible in our Country, namely the success of individuals through freedom of initiative. Anyone can here develop up to the full limit of personal native ability through the utilization of personal talent by hard work and intelligent application.

Mistakes

NOW often we have heard this word. Heard it on the street, in the office, everywhere people congregate we hear this little word—mistake.

If this word could be eliminated from our vocabulary or rather if we could eliminate the errors of life so that it would never be necessary to use this unpleasant word, what a vast difference there would be in the world today.

Mistakes made in our daily work which take only seconds or minutes to make may take hours, days or months to unravel. Mistakes in our life work may never be corrected; cannot be—and we go through life with the thought on our mind—If only I could do this or that over again.

Be the mistake little or big it takes longer to correct it than it did to make it. Only a small percentage of mistakes are due to stupidity. Carelessness is our greatest enemy. If we look any problem square in the eye, giving it due consideration, then

the mistake if it is made is poor judgment or stupidity; but carelessness, if eliminated from our consideration of any matter, loses its sting and mistakes will be relegated to the land of nowhere.

Be sure you are right. It may take a few seconds longer to be absolutely sure but think of the satisfaction to be derived from knowing that your work, yes your life, is above the semblance of mistakes. —R. L. Davis

Public Utilities

IN the February Electric Light and Power magazine, Mr. William Keily compares the public utility with the private business, and tells a number of ways in which the former differs from the latter. He states that the cultivation of friendly public interest is of paramount importance to the public utility. As the utilities are necessities, Mr. Keily says that the people should strive to fully comprehend just what such organizations mean to them, what their duties are to the utility and what the utility's duties are to the public.

In his article, Mr. Keily accentuates the fact that it is the comparatively so-called poor people who really own the utilities, indirectly through investments in savings banks, and insurance companies and directly through their generous purchase of stocks and bonds. The utilities, unlike the private business, are not allowed to make a "profit", but simply a reasonable, safe-and-sane return upon the fair value of their property. What inducement the utilities offer to ambitious young men or women in search of a career is a question which Mr. Keily answers by quoting the following excerpt from a speech made recently by Mr. John F. Gilchrist, Vice President of the Commonwealth Edison Company, of Chicago. Mr. Gilchrist says:

"If you want to live a life of service and satisfaction; to mix with the best people in the communities and partake in the best civic activities; if you want a fair return for labor or service given and an opportunity to invest your savings on a basis which, during your lifetime, will permit you to accumulate a substantial competence; if you want to participate in the working out of problems in which there is a tremendous satisfaction—I recommend the public utilities."

Perhaps the men and women who are employed by the Company may get a certain amount of satisfaction in reading these words of Mr. Gilchrist, for they emphasize not only the life of service possible in this line of endeavor but also a few of the more material assets of life which accompany it and are ours for the taking. Incidentally, an occasional word of commendation for our Company might have the effect of inducing ambitious young people to consider the public utility field when vaguely scanning the future for a career.

Dependability

A MAN'S permanent value rests on his dependability. The first question asked is, "Can we depend upon this person?" A man may be clever, capable and agreeable, but if you cannot depend upon him you do not want him around. To be dependable we must be dependable in all things, little and big, at all times, in all places, under all circumstances. We cannot be dependable if we have weak health, weak character and a weak will. The dependable man keeps as straight in the dark as in the light. You know that wherever he is put he will not lie, he will not steal, he will not cheat, he will not do any mean or contemptible thing.—Dr. Frank Crane

Mr. Howes Discusses Hydroelectric Power Projects.

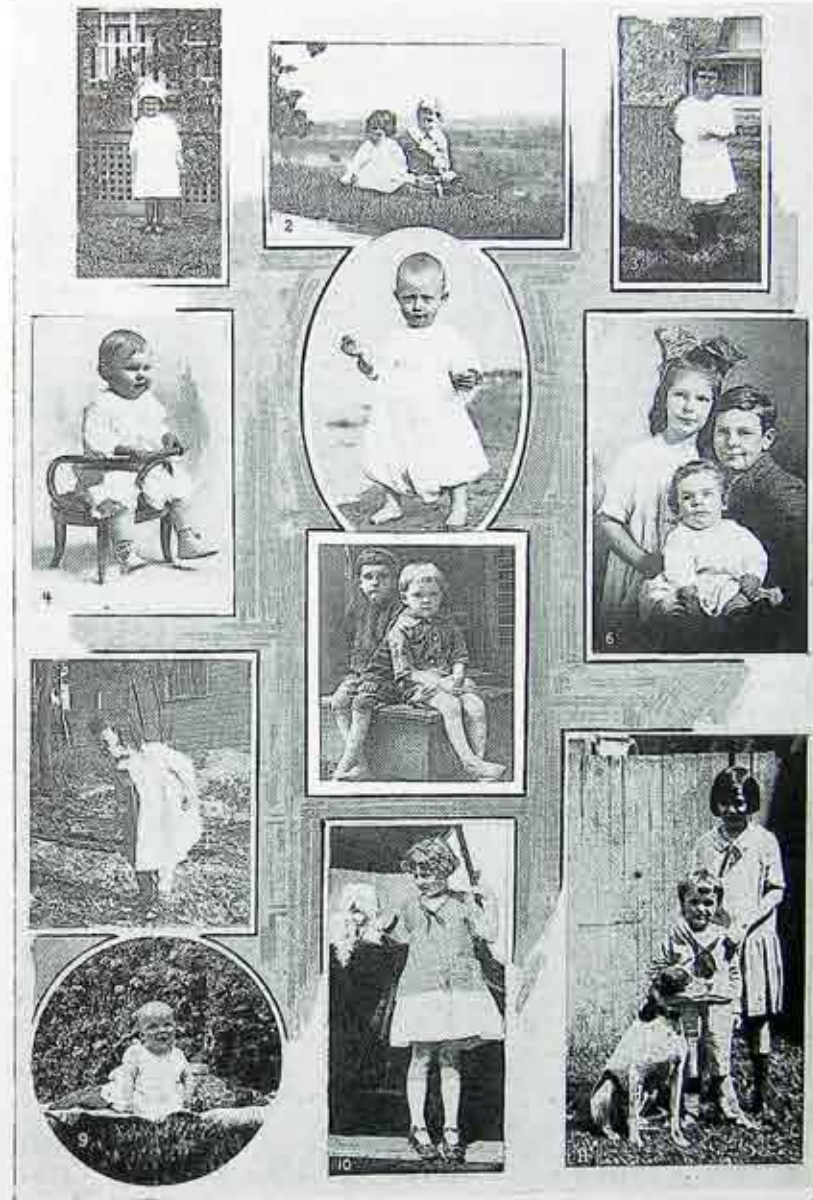
A REPRESENTATIVE of *Gas and Electric News* recently strolled into the office of Chief Engineer F. J. Howes and inquired, "How much nearer, Mr. Howes, is the consummation of the proposed hydroelectric development at Portage, on the upper Genesee River?" Mr. Howes' reply was rather cryptic. It was this: "It is at least one year nearer than it was one year ago, but is still many years off." This statement was amplified by Mr. Howes in the subsequent conversation in which he made plain to the writer just why this Portage development was at this time the least desirable of three possible sources of electric power, the other two being the Niagara and the St. Lawrence Rivers.

"There are in the St. Lawrence and Niagara Rivers," said Mr. Howes, "undeveloped horsepower of approximately 140 times that available at Portage. Furthermore, the former can be developed at a cost per horsepower of about one third that "required to develop the latter." Some of the reasons given by Mr. Howes for his views are herewith briefly noted.

The people who fifteen years ago planned the future development of Rochester were justified in believing that the Upper Genesee River would be furnishing power to Rochester in their lifetime. Thirty-five years ago, and as lately as ten years ago few electrical engineers would have predicted that by this time it would be commercially economical to transmit electric power a distance of 500 miles. There are, however, two regions in the United States today where this is being greatly exceeded. On the Pacific coast electric power from five different states is fed into a transmission system over 1500 miles in length. Also, the South Atlantic States furnish an example equally interesting.

"Gigantic strides have been made recently in the practise of long distance electric transmission which have placed within our reach alternative sources of power which can be developed at a small fraction of the unit cost of developing the Upper Genesee River, at Portage. Also, improvements and developments in long distance transmission of electric energy, especially as related to transformers and methods of insulation have made it possible to transmit at as high as one million volts. Much of the electric power distributed throughout the country today is transmitted at 60,000 volts, while in California 220,000 volts is common practise. Improvements in steam turbine design also have not been standing still for the past ten years. Turbine and boiler design improvements now make it possible to place a kilowatt hour on the central station bus bar at a cost of less than $\frac{1}{2}$ the estimated cost of generating it at Portage. In view of these facts," said Mr. Howes, "does it not seem that the right course to pursue is the one that is economically sound, the one that will throughout a long period of years best serve the ever-growing requirements of this city as well as the entire state."

"But do not misunderstand me as prophesying that the development at Portage will never be economical. When the time comes that the St. Lawrence and the Niagara Rivers are somewhere nearly half developed there will be felt the need for some source of energy where a large storage reservoir can be formed or built in connection with a high head which will permit cheap development in excess of the continuous stream flow. These are the conditions for which the Portage site is ideal. At our present rate of industrial development we may see this realized in fifteen or twenty years".



Children of Employees

(Send in Snap-shots of Your Little Folks)

- 1—Catharine Theresa Newman; 2—Mary and Marvin Tallite; 3—Mary Crofts; 4—Beatrice Marie Kimpal; 5—Laudia Walton Smith; 6—Jane, Gordon and Little Beatrice Coleman; 7—Peggy Ann Sullivan; 8—'Ed.' and 'Ben' Shippy; 9—Billie Crofts; 10—Margaret Esther Gosnell; 11—Edward C. Brown, Allee E. Gould and "Spot."

What Everyone Should Know About the Price of Coke

The following letter from a patron of the Company, dated April 4th, in relation to the price of Coke sold by the Company, and Mr. Russell's answer to it comprise an interesting catechism on this subject. It should be of interest, not only to Company employees, but also to every person who uses or anticipates using coke for fuel.

Rochester, N. Y.

Dear Sirs:—I am sending check for \$27.00 in payment for two tons of coke delivered in February last, and I have thought that as a courtesy to an old patron you might be willing to advise me why you charge \$13.00 a ton for coke when bituminous coal costs you about \$4.50 per ton and you produce at least 10,000 cu. ft. of gas from each ton of that coal for which you receive \$9.50—and the many other by-products of course net you a handsome profit aside entirely from the coke.

Yours very truly,
(Signed.) H. C. W.

Mr. Russell's reply:

Rochester Gas & Electric Corporation
Rochester, N. Y.

Dear Mr. W:—Your recent letter to this Company wherein you enclose check in payment for coke and ask certain questions relative to the price of coke, has come to my attention.

I am glad you have asked this question, as it is one that we are frequently asked and a subject which is very little understood by the general public.

First, the average price of the gas coal delivered at our plant during the year 1922 was \$7.36 per ton. At the present time it is approximately \$6.50. In order to secure one ton of coke for sale it is necessary for us to carbonize two tons of coal. Each ton of gas coal carbonized produces about 1,400 pounds of coke. It is necessary to use 400 pounds of this coke in the manufacturing process, leaving for each ton of coke 1,000 pounds available for sale.

It cost us last year to sell and market our coke an average of \$2.27 per ton. This must be deducted from the gross price which we receive for the coke in order to arrive at the net value of the coke. For the year 1922 the average price which we received for the coke sold was \$11.23, so that the net return from our coke sales was \$8.96. In order to receive this sum it was necessary for us to use two tons of coal at a price of \$14.72.

All the revenue derived from the sale of our coke and the other by-products which are secured from the gas, such as tar, ammonia and motor fuel, is credited to the cost of gas manufacture, thereby reducing the manufacturing costs. If it were not for these credits from the sale of these residual products the whole process of coal gas manufacture would be uneconomical and impossible. I can best illustrate this by telling you that from each ton of coal we carbonize there is produced approximately 10,000 cu. ft. of gas. On the basis of last year's coal cost of \$7.36 per ton, you will readily see that each thousand feet of gas produced—if there were no credit for residuals—would cost us 73.6c for the coal cost alone. This, of course, would be without labor charges, without plant maintenance, without distribution expenses, and in short, the figure is so high that the whole process would be impossible on this basis. The more we receive for our coke and other by-products, the less our manufacturing cost of gas and the lower we can make the gas rate to the people of this City. Due to our coal gas plant entirely the

people of Rochester are at the present time enjoying the lowest priced gas in the State.

Having these points in mind you will readily understand that it is our duty to the people of the City to obtain as much as we can for our coke, tar, ammonia and motor fuel in order that we may make them a lower gas rate. The price which we receive for coke is based almost entirely upon the competitive market of anthracite coal, and at the price at which it is sold means a saving to any person who will use it intelligently as against the present price of anthracite.

I thank you very much for your inquiry and hope that I have made myself plain in my answer. If my letter is not clear or if there is any further information you desire, I shall be glad to have you call upon me personally and I will go more into detail.

Very truly yours,
H. RUSSELL
Vice-President and General Manager.

Promotion in Our Company

THE majority of Company employees know that it has been the practise for many years to fill all responsible positions within the Company by promotion or transfer if possible. This policy is based upon the fundamental equity which recognizes that it is simple justice to worthy employees to advance them as they become capable of assuming new responsibilities, and makes meritorious service in the Company's interests almost certain of recognition. Of course it is true that all employees cannot be continuously promoted, as the so-called higher positions are comparatively few. However it is the endeavor of the Management to have the promotions come to the most deserving, and at the same time to

equitably increase, as circumstances warrant, the compensation of those, who while not promoted, nevertheless satisfactorily fill the positions which they occupy.

This policy not only is one of justice to employees, but it is for the best interests of the Company, as it helps to insure a loyal organization, proving the truth of the old adage, "It's a poor rule that won't work both ways".

The Employment Department of the Company is constantly impounded by middle aged men of ability for "a good position", and many of these applicants have had good education and good experience. Those in charge of this work are constantly impressed with the difficulty which such applicants have in getting located to their satisfaction, as they naturally do not wish to again "begin at the bottom of the ladder". Many such applicants find the policy outlined above and which is explained to them, new and disappointing. Perhaps the lesson which others are thus observed to receive, may make some of us more careful to utilize the status in the Company which we already have established.

"The proof of the pudding is in the eating." All the executives throughout the Company in offices, stations and shops alike have with but few exceptions thus worked their way up through the ranks.

Community Chest

THE next Community Chest campaign will be held during the week of May 14-21, and you will be given an opportunity to contribute whatever amount you consider is your just share toward the 48 organizations assisted by the Chest in carrying on their work. They include six homes for the aged, six orphanages and three other organizations that care for children, four hospitals and three

other organizations that care for the sick, three settlements and 10 other recreational and character-building organizations, six family caring and social service agencies, and three agencies engaged in protective work.

The amount that we give is not so important as that we give something—that we demonstrate we want to have a share in the work the 48 philanthropies are ceaselessly doing for the cause of humanity. It is the spirit of the wage-earners that is going to count in the approaching campaign. But, in determining the amount we think we ought to give and can afford to give, if we figure out how much we are contributing to each of the 48 philanthropies, most of us will want to raise the ante. For instance, last year 67,983 wage-earners contributed \$228,212.51 toward the fund of \$1,257,796.46, or an average of \$3.36. That was exactly seven cents from each giver to each of the 48 philanthropies in the Chest out of his earnings for the entire year.

None of the philanthropies is entirely self-supporting, because they render a great deal of free service and service at less than cost. Therefore, whatever amount you give to the Chest goes for free service to someone in need who cannot pay.

1922-23 Safety School

ON Friday evening, April 13, the 1922-23 Safety Course conducted by the Rochester Safety Council of the local Chamber of Commerce came to an end.

An organization of this kind does much toward the elimination of preventable accidents and the results obtained therefrom can not be measured entirely by the many graduates of the school, though that is extremely indicative of the extent of the interest in it. Each graduate assimilates sufficient knowledge of an

every-day nature to insure his qualifying as a safety expert whose example and precepts are sure to bear fruit in better safety averages for this city.

It is gratifying to reflect that with the 6 Company employees who graduated in this season's course, there are now in the Company's employ 39 men who have successfully completed the safety course presented by the local Safety Council. Such a number of men skilled in modern safety practices scattered throughout an organization surely must count for something definite toward accident prevention.

Following is a list of employees who graduated in the course this year: Messrs. Charles B. Evans, Robert Bagley, Earl B. Harrington, Arthur Morrell, George H. Smith and George B. Swarthout.

Excellent Telegraph Service

A pertinent example of how the telegram helps to annihilate distance and time, both factors of maximum importance to the business world, is given in the letter below:

Mr. Robert M. Searle,
34 Clinton Avenue North,
Rochester, N. Y.

Dear Sir:

Yesterday we delivered to you a message from Boston, Mass., which was filed at 10.13 A. M., and received at 10:33 A. M., an interval of only twenty minutes. I thought that perhaps you might be interested in having this instance of good Western Union Service brought especially to your attention, not as anything particularly noteworthy in itself, but as an illustration of how prompt and reliable telegraph service helps to speed up business.

Yours truly,
(signed) J. L. BRADY,
City Superintendent,
The Western Union Telegraph Co.



Sales



The Sweeper-Vac Campaign

The special advertising campaign which was recently run by the Domestic Sales Department as a means of calling attention to the sterling features of the Sweeper-Vac has been a decided success. During the month of March 147 of these sweepers were sold, 95% of them being equipped with attachments for the cleaning of furniture and draperies. This shows the all-around utilization of this modern sweeper, it being fully as satisfactory as a cleaner for upholstered furniture and of draperies as it is in its more accustomed use as a cleaner of rugs and carpets. The Sweeper-Vac is the only sweeper on the market equipped with the Vac Mop, an attachment which makes it very simple to clean hardwood floors, linoleum, chairs or other furniture electrically.

The special sales campaign on the Sweeper-Vac was initiated the first week in March when Mr. Dunnigan, Sales Manager of the New York State territory, secured the services of Mr. Harry Levy, the human mannikin who aided in the demonstrations and created much favorable publicity for the Sweeper-Vac through his wonderful impersonations of a mechanical man supposed to be operated electrically. There were many persons who observed these demonstrations who were never quite sure whether Mr. Levy is really a man or a mannikin.

During the campaign over 25,000 circulars were sent to persons in this territory telling them of the merits of the Sweeper-Vac and asking them to avail themselves of a special offer the acceptance of which would place a machine in their homes on an attractive special payment plan. This plan called for a cash price of \$68, with

\$3 additional, when taken on the payment plan of \$6.00 down and \$5.50 per month for the balance.

Five persons are pushing the sale of this machine under the special attention and supervision of Mr. Dunnigan and Mr. MacSweeney. Messrs. Wm. Cummings, Arthur Smith, Donald MacSweeney and A. W. Sturrock are the salesmen who sell and install these machines. Each of these men has an automobile at his disposal which makes it possible for each one of them to cover efficiently considerable territory. Miss McNamara is employed as demonstrator at the Main Office and requests for demonstrations are keeping her very busy. As housecleaning time approaches and the interest in the Sweeper-Vac accelerates it is safe to



Hundreds of Persons Became Acquainted with the Sweeper-Vac Through Unique Daily Demonstrations.

say that even the first season of the Company's distribution of this excellent sweeper is sure to be a very successful one.

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Mr. J. Murphy has installed one section of Garland Hotel Range in his restaurant located at 222 Portland Avenue.

Gas burners have been installed in the smoke house of the market operated at 17 Front Street by Mr. Charles Doscher.

Mrs. Bertha Billings, who is opening a new restaurant at 347 Whitney Street, is fitting out her kitchen with one six-burner restaurant range, one bake oven, and a combination broiler and toaster.

The new restaurant which was recently opened at 140 Clinton Avenue South by Mr. Thomas Pappas has

been equipped with a six-burner range and a combination toaster and broiler.

Mr. J. J. Kenealey has purchased three sections of Garland Hotel range for the new restaurant he will operate at 131 Main Street East.

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The Coke Sales Department is again showing a healthy activity after a temporary slowing up of business during the comparatively short period in which fuel of any kind was rather hard to procure in this city. The new schedule of summer prices is now in effect and the attention of employees is called to them at this time. The new price for coke is \$12, carried in, or \$11.50 shoveled off, subject to the usual five per cent discount for cash with order. This makes a net cash price of \$10.92 per ton shoveled off, at which figure, regardless of its greater efficiency, coke is a better buy than anthracite coal.



Elec. Manufacture and Distribution



The exciter battery will also be removed and it is planned to house it temporarily outside the station in a shed now being used as a work shop. The moving of the battery presents quite a problem as it will have to be moved "alive". This will be accomplished by moving six cells at a time and connecting them up again as soon as they are all located elsewhere. Its permanent location will be in the new addition to Station 3 which is to be built on the former Booth property. When located there the plates will be replaced.

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The rapidly growing community of Charlotte, which is now city territory located in the 23rd ward, will be served through this station with street lighting and domestic service which is

now being supplied by Station 5. It will provide for the future growing demand for several years to come and will also act as a distribution point on the 11,000 volt system for Hilton and the Kodak pumping station, as well as possible future feeders.

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Plans are now being carried out for the construction of a 15,000 K. W. steam turbine at Station 3, on the site of the former battery unit which was recently discarded and salvaged. It will be necessary to raise the roof of this room about fourteen feet and to otherwise enlarge it to accommodate this large steam unit. The largest turbines heretofore at this station are of 10,000 K. W. capacity. The new turbine will use about 160

pounds of steam per hour or practically the steam output of three boilers of the Bigelow-Hornsby type under normal conditions, and its condensers will require about 18,000 gallons of water per minute.

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Construction has been started on a high pressure, 1200 foot steam main to supply the group of industries in the vicinity of Platt and St. Paul Streets. This main will be constructed of 6-inch pipe, all welded construction, and will extend from a point near the east end of the new steam main bridge upward along the bank of the Genesee River, thence underground through Rau Place and onward across St. Paul Street. It will carry steam at 190 pounds pressure, 100 degrees of superheat, and will supply a demand estimated at approximately 50,000,000 pounds per year.

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Eighteen Class E lamps were recently installed in the Kate Gleason tract, Brighton, N. Y., adjacent to the Harwood Farms subdivision. This installation is greatly appreciated by the families composing this interesting and unique development.



Gas Distribution



The Gas Distribution Department has been very popular during the past three weeks on account of the great demand for installations required in new homes and the service needed by a large number of persons who are required to move from one house to another at this time of year. Due to the unusual lateness of the frost in leaving the ground, it has not been possible to lay services as soon as it had been expected. In 1922 many installations had been made by the 26th of March, but this year it was well after the first of April before this work could be undertaken.

A direct circuit line is under construction from Station 1, to the new plant of the Empire Ice Company, located on Atlantic Avenue at the New York Central tracks. This line is a three phase, 4150 volt line and will care for the large current requirements of this concern, one of whose activities is the icing of cars on the New York Central Railroad.

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A new line extension is that running from Station 33, along the Erie and Lehigh Railroad tracks, then crossing over the Barge Canal on the steel towers of the Canandaigua line to the Westfall Road. It parallels the 60,000 volt line of the Niagara Power Company for some distance and then distributes itself throughout the new tract south of the Barge Canal and Genesee Valley Park.

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The O'Connell Construction Co. is building a primary line extension in the vicinity of the Log Road and St. Joseph's Drive, territory located west of the Summerville Boulevard. This line is approximately one mile in extent and is equipped with the necessary transformers and secondary mains to care for this territory.

On the 3rd of April, this Department had 500 installations to make, with still others coming in almost hourly. In a case of this kind orders are handled according to date or hour of receipt except in cases where some special emergency could be handled without inconvenience to the other persons affected, as in the case of new houses where no tenants were expected for some time to come.

The Department installed recently a regulator at Lake Avenue and Stutson Street, and on April 6 began the regular yearly campaign of laying gas mains.



Auditing



New Business			
Net Increase in Consumers in Year			
Ending February 28, 1923]			
	Feb. 28, 1923	1922	Incr.
Gas.....	84,396	81,639	2,757
Electric.....	50,207	41,309	8,898
Steam.....	115	104	11

134,718 123,052 11,666

Net Increase in Consumers by Months			
	1921	1922	1923
Incr. in January.....	104	489	560
Incr. in February.....	28	483	672
Incr. in March.....	191	649	
Incr. in April.....	528	931	
Incr. in May.....	611	977	
Incr. in June.....	270	1056	
Incr. in July.....	667	879	
Incr. in August.....	578	935	
Incr. in September.....	631	1176	
Incr. in October.....	780	1271	
Incr. in November.....	738	1186	
Incr. in December.....	894	1374	

Miscellaneous Data			
	Feb. 28, 1923	1922	Incr.
Miles of Gas Main.....	548	531	17
Miles of Overhead Line.....	2568	2196	372
Miles of Undergr'd Cable.....	1403	1259	143
Miles of Subway Duct.....	1087	1044	43
No. of Street Arc Lamps.....	1462	1647	*185
No. of Street Inc. Lamps.....	10305	9630	675
Total No. of Street Lamps.....	11767	11277	490
No. of Employees.....	1531	1259	272

Stock Sales March, 1923			
	Subscribers	Shares	
March.....	153	733	
Total to April 1, 1923.....	168	785	

Statement of Consumers by Departments					
as of February 28th.					
Feb.	Gas	Electric	Steam	Total	Incr.
1913	62058	13890	23	75971	
1914	67023	16312	29	83364	7393

	Mo. of Feb. 1923	Feb. 1922	Increase
Amount of Pay Roll.....	\$201,112.89	\$173,438.47	\$27,674.42
K. W. H. Generated—Steam.....	2,871,880	3,325,980	*454,100
K. W. H. Generated—Hydraulic.....	14,002,700	10,385,688	3,617,012
K. W. H. Purchased.....	3,513,942	3,101,801	412,141
M. C. F. Coal Gas Made.....	180,149	143,331	36,818
M. C. F. Water Gas Made.....	121,343	115,390	5,953
Tons Steam Coal Used.....	13,021	12,138	883
Tons Gas Coal Used.....	17,589	13,132	4,457
Gallons Gas Oil Used.....	418,475	392,435	26,040
Tons Coke Made.....	12,299	9,438	2,861
Gallons Benzgas Made.....	63,926	76,076	*12,150

*Denotes Decrease.

1915	70114	19580	37	89731	6367
1916	71748	22610	41	94399	4668
1917	75623	25666	48	101337	6938
1918	78596	27945	51	106592	5255
1919	78392	29018	75	107485	893
1920	79954	31431	75	111460	3975
1921	80869	35246	81	116196	4736
1922	81639	41309	104	123052	6856
1923	84396	50207	115	134718	11666

Incr. in					
10 yrs.					
22338	36317	92	58747	58747	

E. B. A. for March, 1923

Balance 1st of Month.....	\$4,956.56
Dues—Members.....	\$977.93
Dues—Company.....	977.93
Fees—Members.....	63.00
Fees—Company.....	63.00
Assmt. No. 47—Members.....	.50
Assmt. No. 48—Members.....	1.00
Assmt. No. 49—Members.....	2.50
Assmt. No. 47—Company.....	.50
Assmt. No. 48—Company.....	1.00
Assmt. No. 49—Company.....	2.50
Int. on Bk. Bal. & Invest- ments.....	103.25
Miscellaneous Revenue.....	33.63
Total Receipts.....	\$2,226.74
Total Receipts plus Balance.....	\$7,183.30

Disbursements	
Sick Benefits.....	\$1,343.81
Acc'd'ts. Off Duty Benefits.....	89.43
Acc'd'ts. On Duty Benefits.....	147.66
Death Benefit No. 51.....	400.00
Group Life Insurance.....	182.27
Med. Examiner's Expense.....	64.50
Member's Add. Life Ins.....	13.91
Total Payments.....	\$2,241.58
Balance on Hand.....	\$4,941.72

Membership	
Members, February 28, 1923.....	1170
Affiliated, March, 1923.....	56
Terminated, March, 1923.....	8, Gain
Membership, March 31, 1923.....	1218

Personals

We are very sorry to announce the death of Mrs. Mary J. Poole, mother of Miss Poole, of the Industrial Sales Department. Mrs. Poole died at her home, 35 Buena Place, from which she was buried on March 28.

In a letter dated March 23, at Santa Barbara, California, Mr. Hollister said that his party was about to leave for San Francisco and the Yosemite. His letter was very optimistic and reflected the real rest and satisfaction he has had during his extended trip. He says this trip has been the most enjoyable of any he and Mrs. Hollister have yet had as the weather has been perfect and they have enjoyed the best of health throughout their stay in the West.

Miss Sadie Clark, of the Coke Sales Department, spent Easter week-end with her sister, Mrs. Ludlow, at Buffalo, N. Y., and had a thoroughly enjoyable time.

On the evening of Wednesday, April 4, a party at the home of Miss Dorris Horner, on Comfort Street, was thoroughly enjoyed by the following young women: the Misses Cameron, Henehan, Shakeshaft, Swarthout, Weinans and Wheeler. The party was made especially pleasurable by a variety of instrumental and vocal music contributed by the guests.

Miss Macomber, formerly employed in the Employment and Safety Department, who has been living at her home in Manchester, N. Y., since the death of her mother some weeks ago, is again numbered among our employees. Miss Macomber is now supplying in the Auditing Department, as stenographer. We welcome her.

Mr. Gordon Brink, who has worked in the Subway Department under Mr. Christy for some time past, has

been transferred from outside work to Mr. Christy's office at Andrews Street where he is taking up the duties formerly cared for by Mr. Lester Lynd, who is now occupied in outside inspection work in that department.

Miss Martha Tillius gave a very enjoyable party for the members of the Collection Department recently, at her home on Bay Street. The evening was made very pleasant by the playing of numerous games and some very excellent "eats".

Friends of the former Miss Anna Kaplan who once worked in Mr. Sanderson's Department but who is now married and living in Chicago, will be pleased to know that she is now the mother of a fine baby boy, born on March 31.

Miss Agnes Taylert recently became the bride of Mr. George Werner, the ceremony being performed by the Rev. Father Eckert. Their honeymoon was spent motoring through the mountains of eastern New York State. We are pleased to know that Mrs. Werner will remain in the Company's employ for some time.

On March 10, at the home of Mr. Arthur Guttridge, on Blossom Road, Brighton, Miss Dorris Adams became the bride of Mr. John De Roo. An excellent wedding repast was prepared for 30 guests by Mrs. Guttridge after which the happy couple started on an eastern trip. Mrs. De Roo is a niece of Mr. and Mrs. Guttridge.

The engagement of Miss Gladys M. Bagley, of Stanfield Terrace, to Mr. Edwin O. Wiig, of the Laboratory, was recently announced.

Mr. Stone during the month of March visited Battle Creek, Michigan, and Racine, Wisconsin, to inspect some of the Seaboard purification systems in use in those cities. He also attended the committee meetings in Chicago of the following American Gas Association committees: the Chemical committee, the Purification committee and the Meter and Deposit committee.

Misses Lincoln, Macomber, Smith and Shakeshaft recently enjoyed a tour of the Company's properties which was greatly appreciated by all of them. It is a great asset to all employees to know the Company's plants so that reports and letters concerning them may mean something outside of mere words. Aside from this a trip of this kind possesses real educational features and employees generally should avail themselves of any opportunity to become better acquainted with the physical properties of the Company they work for.

Miss Mildred Lincoln, Vocational Guidance Councillor in the new Monroe Junior High School, spent a few weeks with us making an intensive study of the needs and requirements of this organization as regards the employment of young men and women. The knowledge and information she assimilated while here will help her no doubt in her capacity as Vocational Adviser to hundreds of boys and girls she will come in contact with in her very interesting work. It is interesting to know the extent to which the modern school system goes in its effort to adequately advise young men and women in the selection of their life's work.

The Company employees who cooperated with Miss Lincoln in this work were gratified with her ready grasp of our complex problems.

Miss M. O'Brien, telephone operator at Andrews Street, was happily surprised on her recent birthday, by her girl friends there, who presented her with a fine birthday cake, candles and all. Lunch was served.

On Saturday, April 7, about sixty boys, all sons of members of the Rochester Chamber of Commerce were entertained by the Company on an educational trip to its West Gas Works. Preparatory to the trip proper, the boys listened to a talk by Mr. Haftenkamp, Superintendent of the Gas Department. The talk

directly preceded the inspection of Company property, it being a graphic illustrated description of the features they were to see at West Station.

Light luncheon was served at the plant Commissary.

Mr. Rissberger assisted Mr. Haftenkamp in the entertainment and instruction of the boys in the general working plan of the Gas Plant. Each boy that went on this trip will have a chance to write his impressions of the function of the Company's West Gas Works, and the boy whose essay is judged to be the best will be given a prize by the Chamber of Commerce, at a later meeting of the sons of members committee.

Mr. F. W. Fisher as Chairman of the Accident Prevention Committee of the American Gas Association, and member of the Accident Prevention Committee of the National Electric Light Association, attended meetings in connection with the work of the Committees in Boston, New York and Washington during the month of March.

On March 24, Miss Dorothy Stegel became the bride of Mr. Charles Knolle, of the Drafting Department, the ceremony being performed by the Rev. Frankenfeld. After the wedding feast, Mr. and Mrs. Knolle departed for Buffalo, N. Y., and spent a few days visiting friends in that city. Mr. Knolle received a gift from his friends in the Drafting Department in token of their esteem.

On Saturday, March 31, at 64 Pleasant Street, Malone, N. Y., Miss Clara Roy became the bride of Mr. Lester Lynd, of the Underground Department. The family and a number of friends of Mr. Lynd drove to Malone in automobiles for the occasion. Mr. and Mrs. Lynd after their honeymoon will reside in this city.

Many of the Company's employees have already designated the dates upon which their vacations for this

season will fall. Mr. M. C. Bruman, of the Order Department is planning a motor trip to Montreal during the second week of July.

Miss Eileen Purcell recently won first prize in an Eden Washer sales contest, and carried off \$60 in cash for the interest and ability she displayed.

In the *Gas Age* of February 24, 1923, there is an interesting article by Mr. Stone, of the Laboratory, on "Nitrogen Distribution in Vertical". This article took up the distribution of nitrogen in the products of carbonization obtained from verticals and contained numerous tables and hundreds of figures and percentages with a list of the type of retorts used in Rochester and numerous foreign cities and showed the yield of each retort together with references to various technical journals in connection with the details of construction, etc.

Miss Fuerst has again resumed her work in the Coke Sales Department and her return is joyfully greeted by her associates.

The engagement of Miss Marion Mariott, of the Auditing Department, to Mr. Vincent Quigley, of Spencerport, N. Y., was announced recently. Miss Mariott intends leaving the employ of the Company about May first in preparation of her wedding which will take place soon afterward.

This announcement which was recently received in Rochester by friends of the Hutchings family is of special interest to all Gas & Electric employees who were fortunate enough to know "J. T." as the "Big Boss" before April, 1920:

"Mr. and Mrs. James Tyler Hutchings request the honour of your presence at the marriage of their daughter Marie Baltz to Doctor Henry Herbert Parcher, Jr., on Thursday, the twelfth of April at seven o'clock, Saint Asaph's Church, Bala, Pennsylvania."

Mr. and Mrs. Searle and Mrs. Russell were among the guests attending the wedding.

The family home at 305 Llandrillo Road, Cynwyd, has been remodeled and Dr. Parcher and his bride will be at home there after May first.

It is interesting news that Mr. Hutchings has taken a summer home adjoining Mr. Searle's on Paradise Point, L. I. Another connecting link between our Company and its former President!

Born to Mr. and Mrs. Angelo Zambito, 2 Grape Street, a son christened Patrick. Mr. Zambito, is employed at station 3.

Recently at Highland Hospital a son Richard Jr., was born to Mr. and Mrs. Richard Kruger.

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Mr. V. Miller, who is Chairman of the Coke Committee of the American Gas Association, attended the committee meeting held in New York city on the 28th of March. Mr. Miller has called another meeting of his committee for the latter part of April also to be held in New York, where the extensive report he is preparing on the manufacture and sale of coke will be discussed preparatory to its subsequent reading at one of the regular meetings of the association.

Messrs. Patterson and Sanderson attended a committee meeting of the American Gas Association held at Chicago recently, the former being on the Managing Committee and the latter on the Customer's Account Committee. While in the windy city they visited the plants and offices of the Chicago Gas, Light and Coke Company.

The Purchasing and General Construction Departments enjoyed another bowling party at the Elks Club on Monday evening, March 19. The close of the bowling season is near at hand but at least another party is to be staged before that time.

Miss Alethe Brown has recently joined the ranks of the Purchasing Department as a stenographer, where she is being made to feel at home she states by her congenial associates.

Railroad conditions coupled with an elaborate schedule of construction work for the present season has kept Mr. Crofts, Purchasing Agent, and many of the members of his staff very busy. Mr. Crofts, as well as Mr. Mr. Schnorr and Mr. McMann have made frequent trips to various other cities for the purpose of getting required materials or equipment routed through in time to meet the requirements of the schedules now in operation.

Born to Mr. and Mrs. Harold Harper, on March 18, 1923, a daughter named Margaret Elizabeth. Margaret is especially appreciated by her little brother who will now have someone to play with.

On March 29, Mr. Elmer Lerch was very pleasantly surprised by a number of his young men friends on the occasion of his birthday. The boys took a rather unfair advantage of Elmer by being a party to his retiring early that night to get a good rest, then pouncing in upon him and keeping him up till a late hour. He has some recompense, however, in the fact that he is now the proud possessor of a score or more of charming birthday gifts, presented to him in honor of the day by his most intimate young men friends, it being a stag function.

Mr. Shakeshaft visited friends in the Industrial Sales Department on Saturday, March 31. "Shake" says he is pretty well acquainted now with his new work and appears to be quite happy.

Messrs. Vogelsang and Drumm joined the Easter throng proudly driving new cars. The former has a Hupmobile and the latter an Oakland.

Mr. and Mrs. Carl Dagen and little Virginia spent the Easter week-end at the home of Mrs. Dagen's mother, Atlanta, N. Y., where a thoroughly fine time was enjoyed.

Mr. Arthur Stauffer, Drafting Department, spent Easter Day at Buf-

falo, N. Y., where he has many friends.

Mr. Jack Hunger, switchboard operator at Station 3, has left the employ of the company to enter the sales force of the Hubbard, Eldridge and Miller Company. Mr. Hunger has been with the Company for five years in which time he has made many friends all of whom join in wishing him success in his new venture.

On Friday evening, March 23rd., Mr. E. K. Huntington of the Electric Construction Department, gave an illustrated talk before the American Institute of Electrical Engineers on "Some Modern Relays and their Application to the Rochester System." This talk which was given at the rooms of the Rochester Engineering Society comprised an exceedingly interesting exposition of the economic importance and technical detail of relay protection and its function in increasing the continuity of service and protection of apparatus.

Mr. Murray of the Coke Sales Department recently purchased a Chevrolet Sedan and frankly admits that it operates differently than horses, especially as regards starting and stopping. Mr. Murray for years has driven excellent horses and it is not strange that he should say "whoa", when he desired to stop within the confines of his garage. The garage, however, has been repaired and Mr. Murray now qualifies as an efficient driver of automobiles as well as horses.

Mr. Kelly of the Right of Way Department recently secured pole easements for the largest number of lots ever signed for by any person in the history of the company. These easements cover the installation of poles, wires, conduits, and gas mains on all lots, highways, lanes and rear lot lines in the Dewey Avenue tract, formerly the Moseley farm. These easements which cover fully the requirements connected with the development of 903 lots, were signed by Mr. and Mrs. L. Fred Myers.

Mr. Leo Klein, of the Underground Department, recently ordered a new Ford which will be an asset in the enjoyment of the fine weather which is bound to come.

Mr. Edward Shapland has been transferred from the Line Department to the Motor Department.

The Rey-Oma Bowling team, on Saturday March 31, decisively won from the runners-up in the C. and H. Bowling league and captured the trophy and cash prizes amounting to more than one hundred dollars. The Rey-Omas have been doing consistently fine work throughout the season and their line-up is as follows:—Messrs. Casey, Fichtner, Hall, Mura and Kiefer some of whom were members of the Company Bowling team which finished in second place in the

I. A. R. A. League, two years ago.

Miss Mildred Buckman has returned from a ten-day trip to Washington, Annapolis, Philadelphia, and Atlantic City. This trip was especially planned so as to secure for those taking it the keenest enjoyment with the least possible inconvenience, it being one of the regular tours conducted by Mr. Zornow, of this city.

Miss Isabelle Feldman and Miss Anna Waltuck returned on April 2 from a two-week's vacation in New York City where the former attended a very elaborate wedding. The two weeks were full of very enjoyable experiences for each of them and they returned, it is said, with a fund of information regarding the newest plays, the latest steps and the last word in hats, gowns, etc.

Employees of the Coke Sales Department

"The Men and Women Who Keep the Wheels Turning" Series



Sitting: The Misses Clark, Cozzolino, Green, Mr. Miller, Head of the Department, and the Misses Moore, Fuerst and Fuller. Standing: The Messrs. Murray, Evans, Owens, Caple, Marks, Serra, Wagner, Crouch and Shuff.



Fumes and Flashes



PRETTY SLICK

The constable in a small town received by post six "Rogues' Gallery" photographs, taken in different positions, of an old offender wanted for burglary in a neighboring city. A fortnight later the constable sent this message to the city chief of police:

"I have arrested five of the men, and am going after the sixth tonight."—*Selected.*

GOOD PRACTICE

"Your husband is such a brilliant conversationalist."

"Why shouldn't he be? He's been at the complaint desk of the gas company for the past ten years."—*Selected.*

OF COURSE NOT

Wife—"Don't deny it. I saw you coming out of a saloon."

Hubby—"Now, dearie, you wouldn't want me to stay in there, would you?"—*Selected.*

TERMINOLOGY

Why do they call it a shipment when it goes in a car and a cargo when it goes in a ship?
—*Literary Digest.*

HOW ABOUT IT

If you think our jokes are dry,
If they make you sigh and groan,
Don't be bashful, come across
With some good ones of your own.

OPTIMISTIC

"I am the best speaker in the world" boasted the orator. "The other night I was the third speaker at a banquet. The first speaker got up and was hissed after his speech. The same thing happened to the next one. Mine was so good that after I had finished, the audience began hissing the first two over again."
—*Selected.*

LOAN HIM YOUR UMBREL; TOO

Our idea of the meanest man in the world is the fellow who borrows your best necktie to wear to dinner and then orders grapefruit.
—*Selected.*

SURPRISE

"Tea or coffee?" asked the waiter in the "one-arm".

"Don't tell me," said the customer wearily—"just bring it in and let me guess."—*Selected.*

PRECISELY

Barber—"Want your hair cut?"
German Patron—"Ja, Mein Herr."—*Selected*

BLOOD AND THUNDER

A father discovered his young son reading a dime novel.

"Unhand me, you villain," the detected boy cried, "or there will be bloodshed."

"No," said the father firmly, "not bloodshed, woodshed."—*Literary Digest.*

JUST LIKE 'EM.

Bailiff (to Mrs. Clubber)—"You are summoned to serve on the jury."

Mrs. Clubber—"Is it the Grand Jury?"

Bailiff—"No, it's the petit jury."

Mrs. Clubber—"Then I won't serve on it. You put Mrs. Naylor on the Grand Jury, and I'm just as good as she is."—*Selected.*

APPROPRIATE

"Why did they select the stork to couple with the doctor? Why not the eagle or the owl?"

"The stork is the bird with the biggest bill."
—*Selected.*

WHEN THE LIGHTS WENT OUT

The evening lesson was from the Book of Job, and the minister had just read, "Yea, the light of the wicked shall be put out," when suddenly the church was plunged into total darkness.

"Brethren," said the minister, with commendable promptness, "in view of the sudden and startling fulfillment of this prophecy, we will spend a few minutes in silent prayer for the electric lighting company."—*Selected.*

GOOD GROUNDS FOR SUIT

An electric specialty company in our home town has a most peculiar damage suit filed against it. The plaintiff's petition contains these words:

"Plaintiff alleges that this defendant represented to her that this range would not become heated on the upper surface of the oven. That plaintiff, relying wholly upon this defendant's representations, placed her bath tub in the kitchen near the range. That, upon emerging from the tub, plaintiff's foot accidentally came into contact with the soap upon the floor and she was thus compelled to sit upon the range. That, although she arose therefrom in all diligence, she discovered she had been branded 'H-47'."—*Selected.*