

Volume 11 Number 7

# GAS and ELECTRIC NEWS

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THE SAGAMORE

## True Living

We live in deeds, not years, in thoughts,  
not breaths;

In feelings, not in figures on the dial.

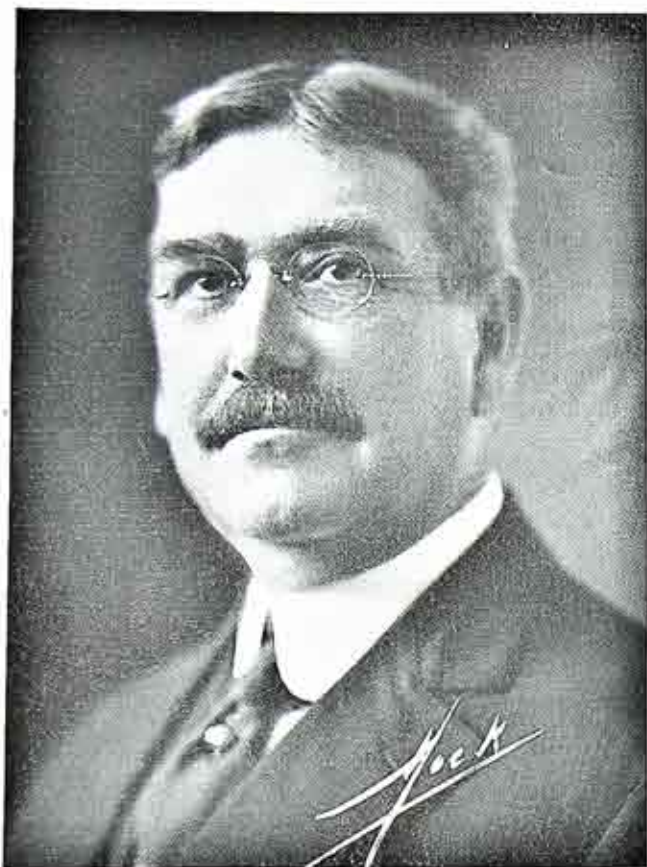
We should count time by heart throbs.

He most lives

Who thinks most, feels the noblest, acts  
the best.

Longfellow





**In Memoriam:**

**Granger A. Hollister**

Senior Vice President

Rochester Gas and Electric Corporation

Died January 19, 1924

"The Good Men Do Lives After Them"

# GAS AND ELECTRIC NEWS

Vol. 11

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## Granger A. Hollister

**I**N SATURDAY evening, January 19th, death removed from us our Vice-President, Mr. Granger A. Hollister. Mr. Hollister died suddenly after favorable convalescence from a minor surgical operation. His passing is a shock to this entire city, especially his family and the friends and business associates who knew him most intimately.

With sad hearts we now record the final chapter in the story of the life of one of our Company's outstanding characters, one who possessed all the elements of true greatness. In Mr. Hollister were combined in quiet, unobtrusive personality the keen business man, the philanthropist and the Christian gentleman.

Granger A. Hollister was born in Rochester, N. Y., December 7, 1854, and has been a life long resident of this city. He was educated in its private schools until his father's death, and then at the age of 19 began with his brother to carry on his father's lumber business. This has continuously prospered.

With the perspective and business judgment which later meant so much to our Company, Mr. Hollister early saw the importance of the City's Public Utilities, and was early identified with the Gas, Electric and Traction Companies. He was one of the organizers of the Edison Electric Illuminating Company in 1886, and has since consistently had an important part in all the consolidations and extensions which have resulted in the present Rochester Gas and Electric Corporation. For more than 30 years he has been an officer of the Company, and a Vice-President since 1904.

As part of Mr. Hollister's business record his banking service was noteworthy. As First Vice-President of the Rochester Savings Bank and Vice-President and Chairman of the Board of Directors of the Security Trust Company of Rochester, his keen business judgment and financial sagacity have contributed in large degree to the success of these institutions.

Mr. Hollister, with unusual perfection, carried the civic responsibilities which naturally gravitate toward one with the business ability, heart and

conscience to properly discharge them. He was one of the early members of the Rochester Chamber of Commerce, and its President in 1916. He was a Director of the United States Chamber of Commerce for a period of five years. He belonged to the Genesee Valley Club, the Country Club of Rochester, and the Union League Club of New York. In June, 1907, he was elected a director of the New York Life Insurance Company, becoming a member of its agency committee. Mr. Hollister was connected with the management of many charitable organizations, and was a valued and helpful member of St. Paul's Episcopal Church. He has long been identified with hospital work in Rochester, serving as President of the Board of Governors of the Homeopathic Hospital for many years. While he never mentioned his private charities, yet it is well known that with his money and personal service he made the path easier for very many who were in need.

Speaking for the Company's employees, it has been the privilege of many to have known Mr. Hollister more or less intimately as our duties from time to time brought us in contact with him. We have, in common with others who knew him, admired his business ability, and the esteem with which he was deservedly regarded by his fellow citizens. We knew something of his contributions to the welfare of our own Company. Conspicuous however in our memories are our recollections of his never failing interest in us as individuals and as human beings, his friendly smile, his cordial greeting, his sympathetic direction of our work for him, his appreciation, his stability and serenity. Mr. Hollister was an inspiration for nobler living and we will miss him keenly as the years roll on.



## The Sagamore

BERT B. YEOMANS and FRANK C. TAYLOR

*The large apartment hotels of the country comprise a substantial load for utilities that serve them with light, heat and power. In a place like The Sagamore one may live under the same pleasant conditions that he would in his own home. Modern hotels are more and more coming to see the great service made possible by the adequate use of gas and electricity and are equipping each apartment with an electric range and utilizing both gas and electric bake ovens in the preparation of the bread, pastry, and other edibles which form so great an item in their popularity.*

ON October 2, 1922, there was completed at 111-133 East Avenue an Apartment Hotel called "The Sagamore." This hotel which was built in one year, has a frontage of 500 ft. on East Avenue and extends back to Lawn Street, having the same frontage on that street. This hotel was built and equipped by E. B. Wolf & Company of Chicago.

The officers of The Sagamore Company are Mr. James G. Comerford, President, Mr. William Bausch, Vice-President, Mr. George Raines, Secretary and Treasurer. Mr. E. B. Wolf, the builder, is one of the directors. Mr. A. B. Sanderl is Advising Director, and Mr. F. B. Mareness is Manager.

There are nine stores on the ground floor of the Sagamore building front-

ing on East Avenue, which are occupied, as follows:

Henry Oemisch, Jewelers; McCarthys, Millinery; E. E. Bausch Company, Opticians; Martyn Gowns, Hats; Clarence Smith, Books, etc.; Tice & Gates, Glassware, China and Pottery; Robert V. Deverian, Oriental Rugs.

The purpose of the builders of the Sagamore was to provide homes for those who desire all the conveniences and comforts without the worries and inconveniences which so often accompany the operation of a residence.

In a private residence, ones responsibilities are about as follows: the care of the furnace, maintenance of the house and grounds, expense and work in connection with ice, coal,



Figure 1: The Beautiful Japanese Room on the 12th Floor of The Sagamore.

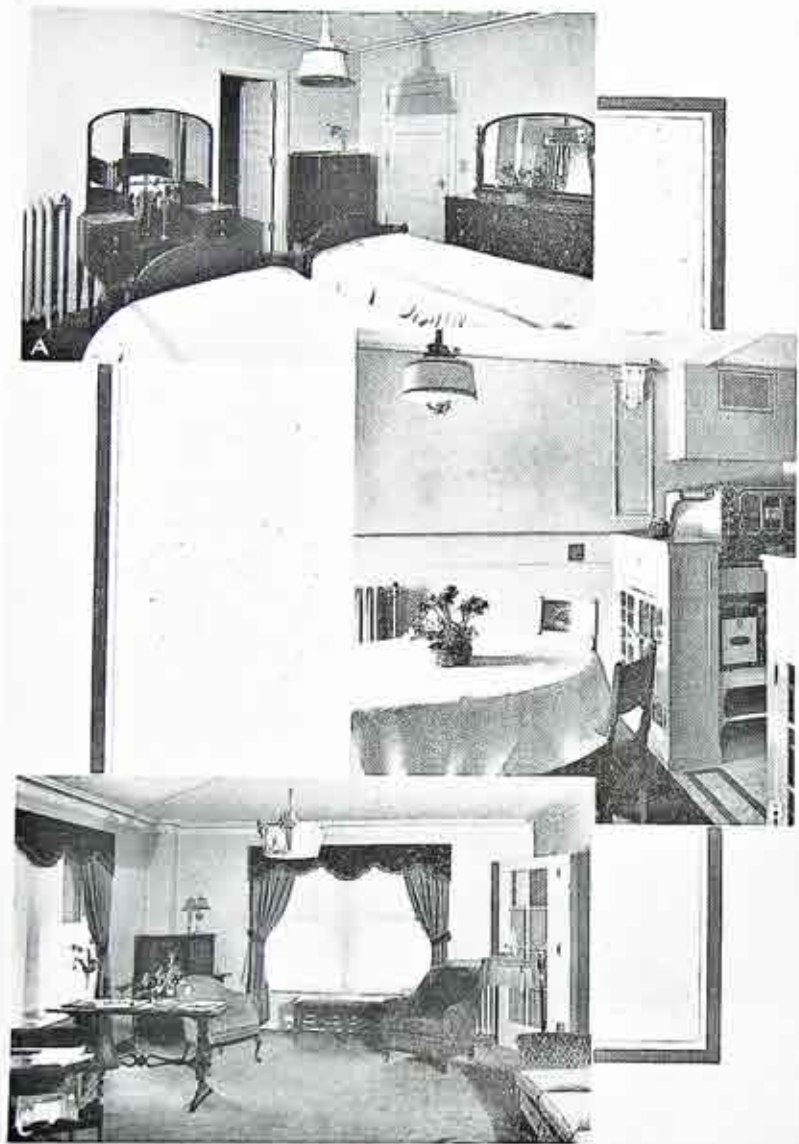


Figure 2: Some Typical Interiors at The Sagamore where there are Three Classes of Apartments Adapted to the Space Requirements of Various Sized Households. At A, an Extra Bed Room is Shown; at B, a View of the Breakfast Room, and at C, One of the Large Living Rooms. Don't They Look Home-Like?

food, cleaning and the ever present servant problem. The builders and management of The Sagamore considered each one of these problems and as a result The Sagamore consists of a series of homes under one roof, yet with none of the inconveniences of a home. Here the occupant of an apartment gets all the service obtained in the best hotel, yet in an apartment arranged like a residence. In The Sagamore there are 169 apartments, consisting of three classes. The Standard Apartment has a large bedroom, bath, breakfast room and kitchen. The bed or twin beds swing into the dressing room, which makes it possible to transform the bedroom into a living room. The Large Apartment contains in addition to these a large living room with a disappearing bed. The Transient Apartments have only the bedroom and bath.

The building is so designed that if necessary the Large Apartments may be enlarged by the addition of one of the Transient Apartments.

The bath rooms of white tile with built-in porcelain tub and shower baths and glass enameled fixtures are excellently planned to open from the dressing room, bed chamber and little adjoining hall.

The breakfast rooms are furnished with French painted furniture with built-in buffet, china closet and complete equipment of china, silver and glass.

Each white enameled kitchen with its art marble floor is equipped with a "Standard" electric range. This has top burners, oven, broiler and hot closet. In all there are 116 electric ranges installed in the Sagamore. Experience has shown that electric ranges are well suited for apartment hotels. In fact, the modern apartments are installing them. Just recently the new Belden Apartment Hotel in Chicago with 650 rooms installed 132 electric ranges.

There are many comforts and conveniences in the kitchen, such as an

ice box with artificial refrigeration which eliminates the ice problem; the sink with its hot, cold and circulating ice water faucets, and the fully equipped kitchen cabinet with cupboard for floor brushes, ironing board, etc. In addition, service corridors make it possible to deliver packages and to remove refuse without entering the apartment.

For those who do not desire meals in their apartments, there is the restaurant with its paneled ceiling columns in old ivory tint, and blue and gold hangings of damask.

Forming the tenth story of the building is the glass enclosed Japanese Room. To further add to the comfort of the guests there are the men's smoking and card room, the ladies' reception room with its comfortable chairs and its beautiful Louis XVI furnishings in blue and orchid, the Lounge and Roof Promenade.

In the Japanese Room and Roof Promenade, Barrett's Sagamore Orchestra plays for dancing and here during dancing hours anything from a light lunch to a course dinner may be obtained. The excellent cuisine, unsurpassed music, smooth marble floor and the superb panorama of the city make "The Sagamore Roof" very attractive in Summer and Winter.

The Service Departments are extremely interesting. The laundry with its modern equipment furnished by the American Laundry Machinery Company, has every facility for laundering clothes and linen. Motor driven equipment, such as refrigerating machines, water pumps, ice cream machines, two passenger elevators and one freight elevator together with a complete motor driven exhaust ventilating system, assist the well-trained corps of employees.

Due to the location of the Sagamore Main Kitchen on the second floor, back of the main dining room, the service rendered is unexcelled. In addition to the kitchen's convenient location,

the appliances, both gas and electric, are of the most modern type aiding the very efficient staff in giving this excellent service. The four sections of heavy duty, all hot top Garland gas-fired hotel ranges and one Garland gas broiler amply take care of the many patrons served daily.

On the tenth floor, back of the Japanese Room, is located an additional kitchen. This kitchen is equipped with two sections of Garland heavy duty gas-fired hotel ranges, one Garland broiler and one large gas heated dish warmer. This kitchen is used for late dinner service, wedding breakfasts, and special party banquets, served in the Japanese Room.

The modern and up-to-date bakery, located in the basement, has the latest in motor driven appliances. The ovens used in this bakery consist of one Edison four-deck electric oven which is used principally for baking French pastry. In addition to this oven, the large double-deck hearth

type gas-fired bake oven is used for baking French bread, hard rolls and rye bread. Due to the special and efficient ovens selected to do the baking at the Sagamore, the product produced is perfect, to which the many satisfied patrons of the Sagamore can testify.

With the exception of the two passenger elevators, emergency lights and a small amount of other equipment to which is supplied direct current, all motors are supplied with alternating current purchased from the Rochester Gas & Electric Corporation.

To give service of the greatest reliability, two alternating current lines supply the transformers in the basement. These lines, together with the direct current supply, give three sources of supply of electricity.

Under the very efficient management of Mr. E. B. Mareness, The Sagamore is enjoying increased patronage daily. We are positive in a very short time this very home-like hotel will be filled to over-flowing capacity.

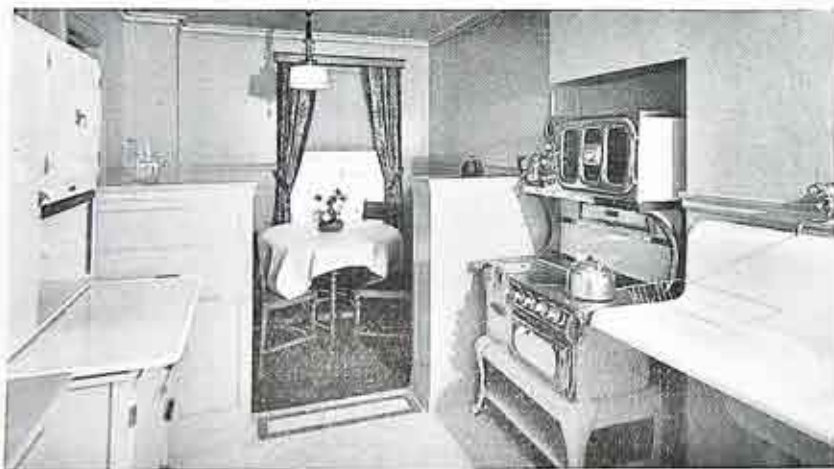


Figure 3: Breakfast Room and White Enamelled Kitchenette in which a "Standard" Electric Range is Regular Equipment. There are 116 of these Ranges now in use at The Sagamore.

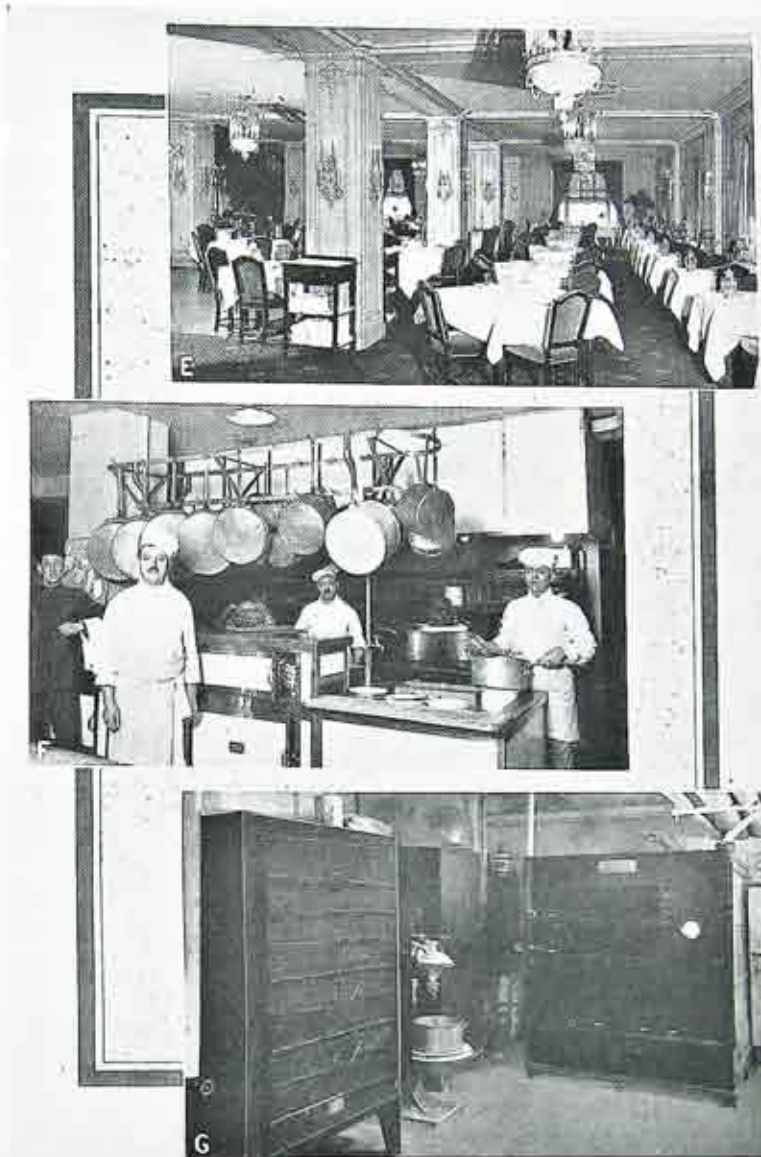


Figure 4: The Sagamore's Main Dining Room, and Kitchen, are shown at E and F, respectively. At G, Left, is an Electric Oven, and Right, a Gas Oven in Use in The Sagamore Bakery.

## Simplicity, Honesty and Economy In Government

President, R. M. SEARLE

LAST month we displayed in Gas and Electric News a large poster which gave prominence to one of the historic 'prairie schooners' that started on December 5th, for Washington, D. C. as part of the publicity launched by the Ohio State Grange in connection with a national campaign for lower taxes and less legislation. Written on the sides of this wagon in bold letters is the slogan "Let's go back to the ways of our fathers; simplicity, honesty and economy in government".

Similar activity is to be noted in almost every state in the Union and the thought of the voting public today is justly centering about Secretary Mellon's program for tax reduction which includes a reduction in income taxes and the doing away of future issues of tax-exempt bonds. This is a subject which vitally concerns every one of the 55,000,000 voters of this country. It effects the future prosperity of manufacturing and merchandising projects as well as that of the public utility corporations which serve the people throughout the country with their products of power, heat, light, telephone and telegraph communication and transportation.

For some time money has been noticeably 'tight'. Since the late war this condition has resulted among other things in a nation-wide adoption of the plan of Customer ownership of the stocks and bonds of great industrial organizations. This, it appears, if not the only way is at least the best way in which the adequate expansion of such organizations can be financed. While the plan has proved successful, noticeably so in the case of this Company, the necessity for intensively combing this virgin field for capital indicates the fact that there is something radically wrong with our national tax system which permits the

reckless piling up of debt, the lawful dodging of tax obligations and the side-tracking of capital from active industrial to idle governmental operations.

Some time ago, a representative of the Company's Investment Department called upon a local business man with the idea of interesting him in its 6% Preferred stock. The gentleman referred to frankly admitted that he had \$50,000 available which he would be glad to invest locally. He expressed his confidence in the Company and its securities but said he could not afford to invest his money in them because of his ability to obtain tax-exempt bonds. This one detached case is typical of a condition prevalent throughout this country, and it is estimated that the income from many billions of dollars in capital invested in government tax-exempt securities escapes all forms of taxation. The fact that cities, counties, states and nation can issue tax-exempt bonds drawing a low rate of interest has tended to increase public debt and has furnished a national loophole through which billions of dollars have escaped taxation. This is indicated by the following figures: from 1903 to 1913 (a 10 year period) the increase in taxes in this country was \$812,000,000. From 1913 to 1922 (a 9 year period) the increase in round numbers was \$4,867,000,000, or six times as much. In 1913 we paid government taxes amounting to \$2,194,000,000 while in 1922, we paid \$7,061,000,000. In 1913 each one of us contributed three and one-third week's income to the support of the "government", and in 1922 our ante was increased to six and one-quarter week's income.

When a person laughingly tells you that he is not interested in what the government spends because he is not

a taxpayer, just tip him off that he's wrong, for his share in carrying the 1922 tax burden closely approximated two months of his valuable time. This should cause him to ponder the question.

The figures cited in this article are not our own but have been taken from sources believed by us to be authentic.

In any great question of government the butcher, the baker and the candlestick maker should be just as much interested as the corporation which pays millions of dollars in taxes every year. Of the 110,000,000 people in this country, about 7,000,000 pay the direct taxes, and 75% of the latter are men and women who receive less than \$3,000 per year. If you belong to the approximate 100,000,000 who commonly fool themselves into thinking that they pay no taxes, reflect that every time you buy a loaf of bread, a pound of meat, a bottle of milk, a suit of clothes or even a shoestring, you are paying taxes by indirect taxation. When the government, (Federal, state, city or town) needs money it collects from owners of real estate, from manufacturers, merchants, public service corporations, banks, individuals and other sources easily available for assessment. These in turn collect from tenants or customers. The taxes are included in the cost of doing business, overhead expenses etc., so that taxation is actually a burden that falls upon the people as a whole. It is reflected in the high cost of living, a broad statement which comprises everything that we have to pay for.

Likewise, taxation effects the relative price of everything entering into the sale and manufacture of gas and electricity, those mighty forces for happiness in the home. It therefore goes without saying that it has its influence upon the prices that must be charged for these products. Light and heat are but two specific items on the budget of every family unit and a sub-

stantial portion of the total expenditure for these necessities covers what you pay for gas and electricity. Let us show you how taxation operates to make every customer of this Company a taxpayer, whether or not he is an owner of real property.

In 1923, this Company paid out in combined taxes to the City, State and Federal Governments a total of \$944,890.15. Of this amount \$330,677.46 applies to gas production, \$598,593.11 to the production of electricity, and \$15,619.58 to that of commercial steam. In that period, the Company sold 3,408,967,100 cubic feet of gas, and 199,985,438 Kilowatt hours of electricity. Therefore, on each thousand cubic feet of gas he purchased last year every Company customer paid 9.7 cents to the Government. In like manner he paid  $\frac{1}{10}$  of a cent on each K.W.H. of electricity he purchased. It may surprise the man who believes he pays no taxes to know that approximately ten percent. of his gas bill alone represents his assessment for taxation. Apply this reasoning to the many other items of living expense and one can see how vitally concerned he really should be in the tax problem. In round numbers, \$6.44 is the amount paid, per customer, last year for taxes assessed the Company in connection with the production of gas and electricity. But the method of taxation makes itself felt all along the line in numerous other costs. As we have stated, it effects the price of everything the individual or the Company has to buy or sell, notably in the matter of financing healthful growth through the expansion of physical properties.

Manufacturing and merchandising are suffering today from a lack of needed capital. They cannot get the money required to properly finance their activities in the interest of the public good because those who have the capital in abundance have placed it in tax-exempt bonds or real estate that net an average income of about 4%.

Undoubtedly the confiscatory surtax has seriously interfered with the progress and initiative of the business of the country. Because of it the public has sought tax-exempt investments upon which the Government does not but should collect a substantial revenue. The taxpayers who are subject to this surtax, which increases progressively from 1% to 50% must also pay the regular tax of 4% on the initial \$4,000 of their incomes as well as 8% on all their income over that amount. A maximum of 62% of the incomes of some persons actually reaches the coffers of the government. The original idea of this tax was to insure that the man with the greater income should bear the greater proportionate expense of Government. However, it has not worked out that way in practise. On the contrary, it has lost much revenue for the nation and has forced into economically wrong channels much capital that is urgently needed in productive industrial enterprises.

Recent developments have proved that capital won't work unless it receives an adequate wage. In this respect it is no different than the laborer or artisan who goes on strike till he gets what he considers his 'rights'. Secretary Mellon's plan for a lower income tax rate and the doing away with future issues of tax-exempt bonds, it is thought, will be the Pied Piper of finance which will release into the industrial world the capital which has been playing hide-and-seek with its responsibilities, aided and abetted by unwise Government plans for taxation.

Oppressive taxation, we are told by students of economics, effects a serious disturbance in our economic life, causes high living costs and decreases opportunities for all. It is thought that a scientific and sound method of earning revenue, one lower in rate, will be much more efficacious than the present one which is generally considered unscientific and exorbitant.

Seven years ago, about twelve hundred persons, according to income tax returns, were receiving incomes in excess of \$300,000 per year. The tax revenue from this classification netted the government approximately one billion dollars at that time. Over seven hundred million of that revenue was the product of dividends on stock and interest on investments generally. There has been, however, a steadily decreasing number of persons in the \$300,000 classification since that period until, in 1921, but 246 persons were shown by income tax returns to be numbered in that group. The people of the United States produced much more income in 1921 than they did in 1916, yet the Government of the United States received \$551,000,000 more from people of means in 1916 than it did in 1921. This is cited as one good reason why an excessively high surtax rate should give way to a substantial reduction. The Mellon program calls for such a reduction.

Taxpayers are today provided with an opportunity for evasion, one that encourages them to invest their money in tax-exempt securities that yield no revenue to the Government. Quite naturally they prefer to receive moderate rates of interest in tax-exempts than to split a higher industrial yield with the Government.

An interesting case has been quoted where the owner of coal lands refused to accept an apparently attractive offer to develop his property because when analyzed in the light of his surtax demands, one-half of the resultant income would accrue to the Government in taxes. The development of real estate as well as many other potential aids to the general public welfare have apparently misfired because of this bug-bear, exorbitant surtaxes. The insidious effect of this condition on the lives and well-being of citizens generally has resulted in a public clamor for tax revision such as has not been known in many years.

In the meantime coal has been high, rents excessive and any impetus toward healthful business development prevented. Capital discovered some time ago that these great things were not worth their doing and therefore the structure of modern business has been seriously impaired. This restraining of the normal flow of money, however, effects everyone. The railroads of this country are in a sorry plight. Formerly they could borrow all the money they required for about 4.5%. Nowadays, with the excessive surtax, an investor finds such investments to be scarcely justified, even at a 6% return. In order to pay a higher capital and operating rate, the railroads must charge higher rates for passengers and freight, and the cost of living takes another jump. The extent of this loss to the railroads may be appreciated when it is stated that they will require at least \$1,000,000,000 yearly for some years to come.

The Government itself suffers through the imposition of excessive income tax rates and is compelled to pay higher interest rates for needed money, rates which are materially effected by keen competition for the capital in the hands of prospective investors.

In order to obviate these aggravating conditions it has been suggested that an amendment to the constitution be passed by Congress and adopted by the various states. This would effect the abolition of tax-exempt state, city and Federal bonds but, of course, would take some time before becoming effective, the bonds already in existence being immune from this program. In the meantime, every effort is being put forth to reduce present high surtaxes and bring to the public a realization of the tax burdens caused by inexpedient borrowing from various state and municipal governments.

The tax system does not distinguish between the earned income and the one which is a product of investment. This is both unfair and inequitable.

The tax program recently given widespread publicity calls for a reduction of the tax burden on millions of earned incomes, a classification which comprises the workers of this country. The effect of this program has been carefully worked out and applied in theory, and it is predicted that if the voters of the country will rally around it, if Congress will forget partisanship and work for the general good of all the people, then an era of great prosperity will appear. Business will be stimulated, confidence will take the place of doubt and we will, indeed, get back to the ways of our fathers and attain simplicity, honesty and economy in government.

Congress is interested in what we think of the tax reduction idea. If we favor it, and who is there who is not interested in any or all of the constructive features it embodies, let us get behind it with all the enthusiasm we can summon and help put it 'across'.

Tell your Congressman and Senator how you feel about it. Tell him now.

## Mr. Cadle Asks for New Canandaigua Gas Rate

MR. CADLE, on the evening of January 4, appeared before the Common Council of the city of Canandaigua and presented an interesting study of facts and figures in connection with the Company's request for a higher gas rate in that city. The Company has placed its Canandaigua properties in excellent operating condition and the new rate proposed there will make possible a service parallel to that furnished in Rochester. This rate is noticeably lower than that charged in numerous other cities of New York State with populations considerably in excess of Canandaigua. A slight lowering in the standard of B. T. U's of the Canandaigua product is also asked, the resultant product being more adaptable to most of the gas consuming appliances and devices perfected for the modern market.



## Our Automatic Stations—Station 26, Graves Street

ERNEST K. HUNTINGTON

*This article is No. 1, in a series describing the Company's automatic stations. Other Numbers will appear monthly until the series is complete. Mr. Huntington, Relay Engineer, supervises the maintenance of these stations, their relays and circuit breakers. Next month, he will tell us about Substation 36, located at Charlotte.*

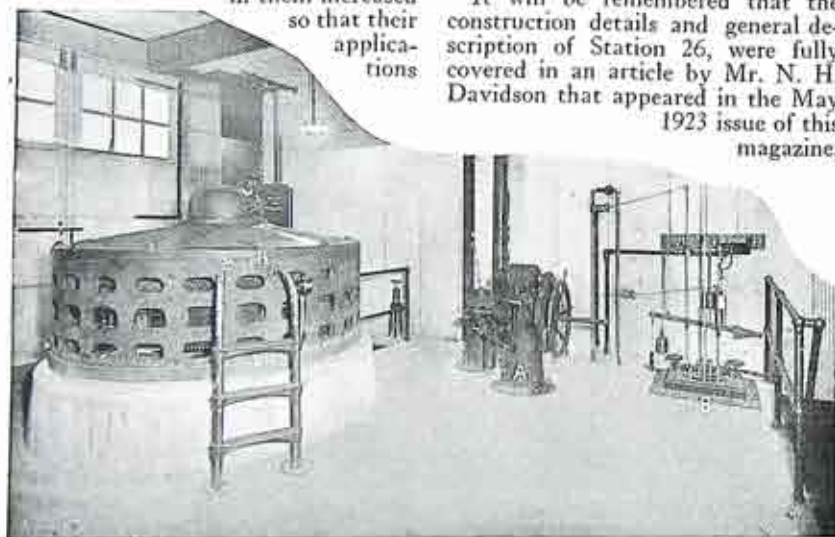
TO those familiar with the electrical industry the advent of the automatic station appears to be one of the notable events in the developments of the last few years. Manufacturers have spent a great deal of money and time in developing simple rugged devices which will operate without fail and in the sequence desired. The public utility companies have gradually come to see that most of the operations required in the control of electrical machinery can be performed by electrical devices more economically and even more accurately than by human brains and hands. It is not difficult therefore, to see that as the manufacturers increased the reliability of their equipment the faith of the public utilities

in them increased so that their applications

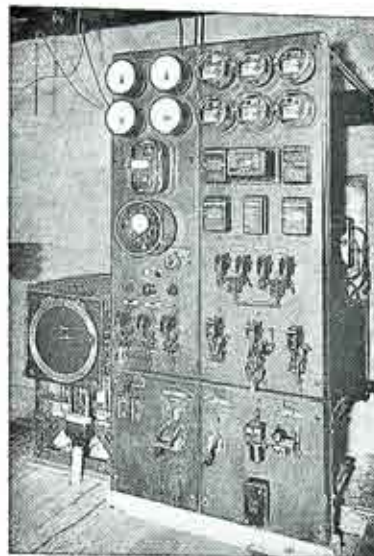
are also increasing very rapidly.

This Company is always alert to the possibilities of modern developments in its line of interest and already has several automatic stations in operation. Among the first being those at Canandaigua, Victor and East Rochester. Within the last year four additional stations have been added to the list. These are an automatic water wheel generating station, Number 26, at Graves Street, a distribution Sub-Station at Charlotte; a similar Sub-Station at Lincoln Park and an automatic direct current generating station in Swan Street. The first two stations are now in operation while the last two will probably be operating automatically by the first of the year.

It will be remembered that the construction details and general description of Station 26, were fully covered in an article by Mr. N. H. Davidson that appeared in the May 1923 issue of this magazine,



Generator Room at Station 26. At A, is Motor Operated Hand Control for operating the Turbine Gates. At B, is Top of Still Box, Float Control Rods and Switches.



Station Switchboard, Showing Meters and Automatic Control Relays.

therefore only the operation of the station will be described herewith.

This machine, consists of a 400 K. V. A. vertical water wheel-driven generator and the ease with which it is brought up to speed and connected to the system will be appreciated more perhaps by those familiar with the difficulties of the usual method of synchronizing generators.

The method used is as follows:—

Upon closing the starting switch the gates of the turbine start to open and the machine begins to operate, then increases in speed as the gates open under. At 95 percent of rated speed (57 cycles) the oil switch closes, connecting the machine to the line, the field circuit remaining open. Thus it operates as an induction motor for an instant before the field current is applied. Very soon after the oil circuit is closed, the main field contractor closes the field circuit thereby causing a small field current to flow. Then the main field con-

tractor closes and a part of the external field resistance is shorted successively by two auxiliary contractors which bring the field current to normal strength in two steps, thus pulling the machine into synchronism with only a slight "bump." The machine is now on the line and ready to carry whatever load is possible depending on the amount of water available. This complete operation as described above is performed entirely by the automatic controls and requires about ten seconds' time.

The amount of load which the generator will carry is determined by controls attached to a float (B in Fig. 1) which open and close the gates of the turbine to maintain the desired water level in the forebay. In case the volume of water available decreases, the gates will be automatically closed until the water level ceases to fall. Likewise the gates will be opened again when an increase in the volume of water raises the position of the float. It is also so arranged that in case only a very small amount of water is available the machine will shut down entirely and start again when there is a full bay of water.

Aside from the float switches, the most ingenious part of this automatic control appears in protecting the machine against abnormal conditions which may arise at any time. In this equipment two controls are used, one to shut down the machine temporarily for troubles of transient nature, and one to stop the machine until started again by an attendant. In the first class are included troubles such as overload, overvoltage, overspeed, high temperature in the machine windings, and undervoltage on the system. All of these conditions will shut the machine down but will allow it to start up again when they are removed. The machine will be shut down permanently in case the thrust bearing becomes over-

heated or the differential relays operate indicating a short circuit in the generator windings. Thus there appears to be very few things which have not been considered in protecting the machine against damaging itself or in causing trouble on the rest of the system.

During the eleven months this station has been in service one serious interruption has occurred, that of the breaking of the thrust bearing apparently due to improper design, which kept the machine out of service for some time. Other minor troubles with the equipment have occurred but these have been almost entirely eliminated now by regular monthly cleaning and inspection of all the relays and contactors.

Although this station is of comparatively small capacity the total power generated in a year represents quite an item. Over 1,000,000 K.W.H. have been generated by the station since going into service the first of last year in spite of being out of service at the time of the bearing trouble, and low water conditions which prevailed last fall. During the winter and spring months sufficient water is available to operate the station continuously at full capacity.

We feel certain that no mistake has been made in making this an automatic station and if developments in the future warrant larger applications of this idea many of the problems of such applications will already have been solved in this station.

## Electric Ironers Are Home Brighteners

WHAT'S become of your old-time collar and shirt business? we recently asked the owner of one of Rochester's largest laundries. "Mother does it," was his ready reply. He then traced for us the recent history of his business, telling how the advent of the soft shirt and collar had almost put him 'on the rocks,' till he had finally changed the type of his equipment and gone into the wet wash line which he now finds a very successful one. We were inclined at once to feel sorry for the mothers and wives of the country until we remembered about the excellent ironing machines to be had nowadays which are to be found in most well-equipped modern homes. On the chance that you don't know what an asset they are to the home, we are going to tell you something of them with the thought in mind of helping you to eliminate any hardship in connection with the weekly ironing.

How incongruous it is, after doing your family washing with an electric

washer, to push a hand iron weighing approximately 6½ pounds over a surface calculated to be, in the average washing, equal to the floor space of one or more of your large rooms. While we are talking primarily to the 'women folks' of the home, fond husbands may listen-in as well. In such an ironing, a woman lifts over a ton in weight. Think of the hours of standing, of the many tiring strokes, all of which is quite unnecessary if you will but add a modern ironer to your home equipment.

Picture yourself seated comfortably at an ironing machine heated by gas and run by an electric motor. By a simple movement of your hands you start the ironing roll in motion and easily guide the material to be ironed through it. It will iron anything, table cloths, napkins, doilies, square, round or oval pieces, curtains, mens' shirts, union suits, pajamas, socks, cravats, trousers, dresses, lingerie, bed linen, small rugs, etc. With such a machine there is no tearing, burn-

ing or untidy folding, your ironing is done easier, quicker, and at less cost, the finish is better and the edges and corners are perfectly straight and true.

It takes about 25 minutes to iron a tablecloth by hand, but an ironing machine will do it in three minutes. An average family ironing usually requires approximately four to five hours, but the same ironing may be done in an hour or less on an ironer. By using the latter, providing you hire a laundress to do your work other-

fit the requirements of every home, and each of them will fit nicely into a corner of your laundry or kitchen. They are all attractive and take up but little space. Some of them come in cabinets much like your phonograph or sewing machine, and when not in operation may be used as a table. The all-around utility and saving of the time and fuel made possible by them justifies their use in the average home today as a substantial economy.

If ironing is a burden to you, let it become a pleasure. Thrift week has just



Get your ironing done by nine o'clock instead of eleven. Why tire yourself out pushing a hand iron when gas and electricity will operate an ironer at small cost and save you from future fatigue.

wise, you can save at least \$200 per year and, as well, find real satisfaction and pleasure for the hour you spend weekly merely watching your ironing done. Also, the use of an ironer represents a saving in fuel consumed of over \$11.00 per year when compared to the same work done by hand, using gas, coal or electricity as fuel. The cost of operation entailed in the average ironing done by an ironer is, gas for heating 2½ cents, electricity for operating, 1½ cents total cost, 4 cents.

There are various sized ironers to

passed. Thrift applies to the conservation of energy and well-being fully as much as it does to that of finances. If you do not possess an ironer, rearrange your budget this year to make one possible in your home. Consign the heavier and coarser tasks of housekeeping to those universal servants of mankind, gas and electricity. If you will but do this, your health will be conserved, your lot will seem brighter, and you will radiate an added spirit of satisfaction that will be reflected in greater happiness to the entire household.

*He who thinks he cannot save on twenty-five dollars a week will think that he cannot save when his salary is fifty or a hundred dollars a week. Saving is one of the strenuous virtues.—Selected*

## Electric Service and Electric Rates

*Vice-President and General Manager*

HERMAN RUSSELL

**R**OCHESTER stands for Quality. We believe that the people of this City want Quality Electric Service.

There is a difference in the quality of Electric Service just as there is a difference in that of any other commodity and, as in other things, the better-quality electric service costs more. It is, however, worth more—far more.

Quality Electric Service means service free from interruptions and satisfactory as to voltage. It means well-lighted streets free from dangerous overhead wires and unsightly poles. It means courteous employees, prompt attention to complaints, a liberal policy as to extensions, and prompt action on installations. It means a just regard for civic beauty in the design of its structures. It goes further and, we believe, requires that the Company contribute its share to the community

welfare, that it help build new hospitals, new Y. M. C. A. buildings, that it aid the churches in their work, that it help the schools and the school boys and girls. In short, we believe Quality Electric Service means that the Company must do its part in every way to make Rochester a better, safer City in which to live. These things cost money. They mean heavy expenditures in plant and distribution systems. They mean duplication of electric supply, ample reserve capacity, underground and rear lot lines. They mean well paid, well educated employees.

This is the kind of service this Company is trying to give. It costs more money to give this kind of service than the other kind, but it is worth more and we believe the people desire to pay for the better service.

Much has been said lately about low electric rates in other communi-



In Rochester Absence of Overhead Wires and Unsightly Wooden Poles Adds Much to the Charm of the Browncroft Section. This is Typical of Many Residential Streets in this City.

ties, especially those cities in Canada served by the Hydro-Electric Commission, notably Toronto. I desire to call your attention to some specific differences between the quality of the service in Toronto and Rochester.

Toronto is a City of 600,000 population and has 688 miles of streets.

Rochester is a City of 315,000 population and 425 miles of streets.

Toronto is served with power transmitted from Niagara Falls by two

It costs money in plant investment and operating charges to give this kind of reliable service, but it is worth all it costs.

Toronto is supplied with and distributes 25 cycle A. C. current with a small amount of direct current service.

Rochester distributes 60-cycle A. C. current, a large amount of direct current power and a small amount of 25-cycle power used in 2 or 3 factories.

The 25-cycle service means lights



In Toronto, Glen Road, a fine Residential Section Comparable to Browncroft, Four Lines of "Hydro" Poles and Wires Detract from the Beauty and Value.

lines, neither of which is ample to serve the City in case of the failure of the other. As a consequence Toronto has suffered from interruptions of power supply.

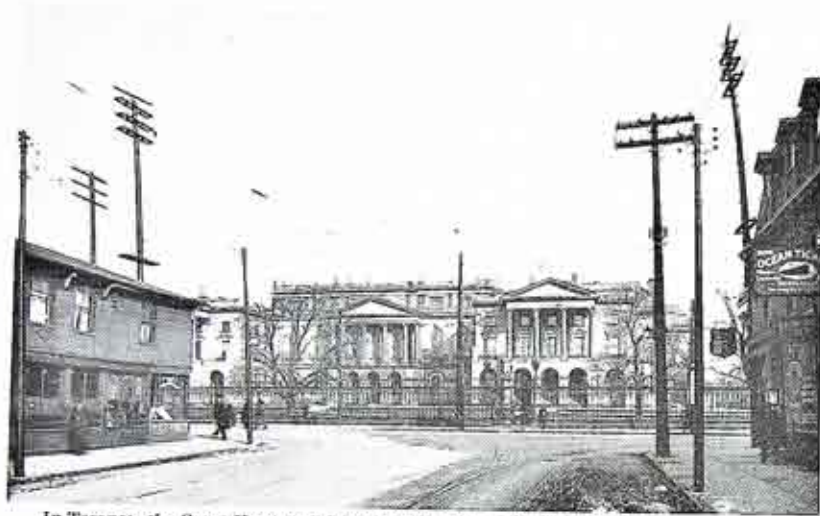
Rochester is served from three sources: Niagara Falls, local hydraulic power and steam station-generation. As a result Rochester has never had a total power interruption and the partial interruptions have been of short duration. During the Fall 1922, the Niagara Power failed, the Genesee River failed also, due to trouble with the Barge Canal Harbor dam, and in the emergency the load was carried by our large steam station.

with a noticeable flicker and is not desired by the people where 60-cycle can be secured.

The 60-cycle and D. C. power costs more, but it is worth more.

In 1922 Toronto had 161 miles of underground cable and 5,095 miles of overhead wires. Practically the entire city of Toronto is supplied by overhead wires and pole lines in the streets, many streets have as high as six lines of poles.

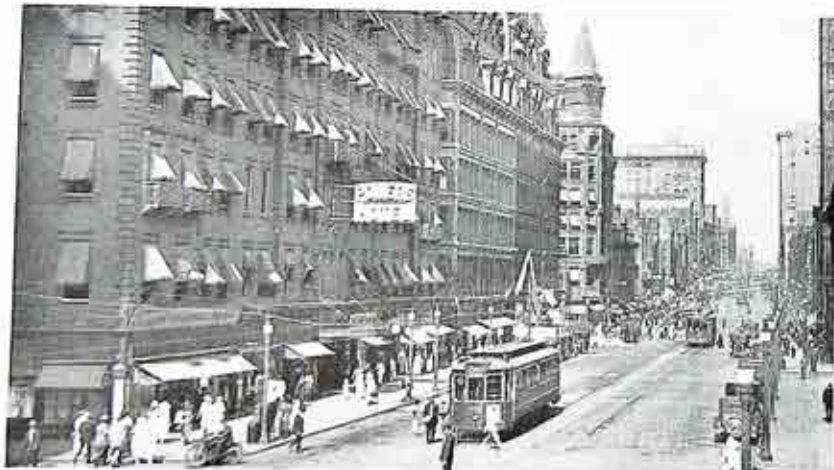
Rochester has 1,897 miles of overhead lines in the City and 1,224 miles of underground cable. 664 miles of the overhead lines in this City are rear lot lines—off the streets—leaving



In Toronto, the Court House, on Queen Street, Faces a Network of Pole Lines. Compare with the Corresponding View Below Taken from Our Own Court House.

only 1,233 miles of lines in the streets. Joint use of poles, subway ducts, and rear lot poles by telephone, telegraph, street railway systems, and this Company—a system not in use in Toronto—keeps the number of overhead lines down to a minimum.

This kind of service costs money. It will cost the City of Toronto, some day, at least \$8,500,000 to put its distribution on a par with Rochester's. Underground wires and rear lot lines means beautiful streets, safe streets, and uninterrupted service. Your boy



Main Street, Rochester, from the Court House, where Wooden Poles and Overhead Wires Have Been Passed for Many Years. Main Street is one of the Best Lighted Thoroughfares in the World.



A Rochester Business Street, North Street, Comparable with Dundas Street, Toronto, Shown Below. Compare the Business and Service Possibilities of the Two Systems.

and your girl should go to and from school free from the terrible menace of fallen wires. Look at the pictures

accompanying this article—Which system do you think Rochester wants?

The Rochester system costs more money—many millions of dollars more than the Toronto system, but it is surely worth all it costs.

In 1922 Toronto streets were lighted by 47,479 lights of a total candlepower of 6,048,000, all of which are of the incandescent type, 25-cycle; 42,360 of these are 100-watt lamps of approximately 125 C. P. each. They are mounted for the most part on the poles which carry the overhead wires. Toronto has no arc lights and nearly all of its lighting is from overhead lines.

In 1922 Rochester streets were lighted by 11,640 lights of a total C. P. of 4,000,000. 1,465 of these lights are arc lights. The Rochester system gives better-lighted streets, more illumination per capita and per foot of street, and is supplied very largely from underground wires. It is ornamental and safer, being in keeping with Rochester ideals—but it costs more money.



Dundas Street, Toronto, where 2 Lines of Trolley Poles, 1 Line of Telephone Poles and 4 Lines of "Hydro" Poles add Nothing to Appearance and Comprise a real Safety Hazard as well as a Source of Service Interruption.

In 1922, Toronto paid in taxes, \$4,845.00—practically nothing.

In 1922 Rochester paid in taxes on its electric properties \$529,592.00, and last year \$600,000.00. This amounts to \$12.00 per year for each of our customers.

This tax loss in the Toronto system is borne by the people as a whole—in Rochester by those who use the service. We believe the Rochester system is the fairer.

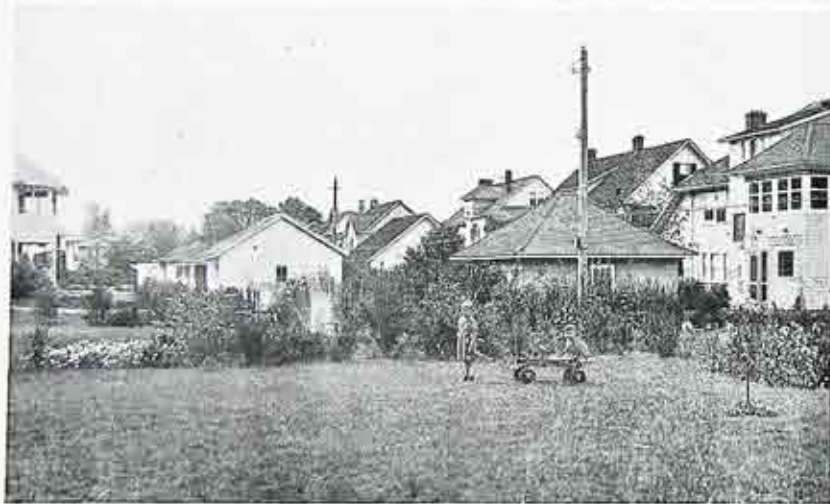
Toronto, in order to place its distribution system underground and on a par with Rochester's—in order to provide an adequate steam generating plant to insure uninterrupted service—in order to provide sub-stations to deliver 60-cycle and Direct Current service, must spend at least \$15,000,000.00 at an annual interest and depreciation charge of 11%, or \$1,650,000.00. This is a conservative estimate based upon reliable information. This is the additional cost if the Toronto Company gives its people the same quality of electric service as Rochester enjoys, and it does not include any charge for operating the steam stand-

by station or the necessary sub-stations.

The average rate for the electric current sold during the year 1922 in Rochester was 2.672c. In 1923 it was 2.597c. The average rate for Toronto was 1.715c. The difference, .957c in 1922 is the amount by which the Toronto rates were lower than Rochester. The tax item amounting to \$525,000.00 and the difference in investment amounting to \$1,650,000.00 would add .931c to the Toronto rate, or practically the entire difference.

In other words, if the Toronto Company paid the same taxes as Rochester, had the same high grade, safe type of distribution system, provided equal steam station generating capacity as a safeguard against interruptions, and delivered 60-cycle and equivalent Direct Current service, the rates in the two cities would be on a par.

In Toronto, because of its low investment in distribution system, because of its freedom from taxes, and because of the necessity for popular support, especially when we consider that about 80% of the debt of the



Rochester Has 644 Miles of Rear Lot Lines. This System Originated With Our Company 15 Years Ago. Ninety Percent of all Rochester Families Live Under These Conditions, Viz.: Continuity of Service, Safety from Overhead Wires on the Streets, Greater Attractiveness of Homes and Higher Values.



Most of Toronto's Street Lamps are Attached to its Wooden Poles. Would Rochester Citizens be Satisfied with this Arrangement?—We don't think so.

Province of Ontario is in the form of Hydro Electric indebtedness, the Powers that be have seen fit to make a low Residence rate averaging be-

tween 2 and 3 cents per K. W. H.

If the tax item is deducted solely from the revenue from this Company's residence customers and the difference in investment involved in serving the residence section is considered, the Rochester residence rate would be as low as the Toronto rate. While such a rate under these conditions might be popular it would never-the-less be discriminatory and not justifiable.

Rochester service is superior to Toronto service, and the difference in rates here and there is very largely a matter of the quality of the service rendered and, until the people tell us differently, the ideal of this Company will be to render the best Quality Service at the lowest possible cost consistent with such service, i. e., reliability, durability, safety and appearance.

Reduced to its simplest terms, both Rochester and Toronto are getting what they pay for. The fact that our service is superior does not make us unappreciative of the different natural conditions which have made it possible for us to have developed



In Rochester Underground Wires Make Safe and Beautiful Streets Possible.

further and faster toward ideal electric service than our neighbor across the Lake.

The Province of Ontario has done much to supply the service it now has. We believe it must do much more as the Canadian people acquire, as Rochesterians have done, a better understanding of what quality service is. We are presenting facts upon which just comparisons of prices

can be made, the same comparisons necessarily including all the elements of satisfaction which go with the sale of any product. In the following tabulation a comparison is made between the rates and service now in operation in Toronto and Rochester. This summary incorporates the facts outlined above and forms a ready reference for an analysis of the two systems.

*A Comparison of Rates and Service—  
Rochester and Toronto*

	Rochester	Toronto
Average price per K. W. H. sold..... 1922	2.672¢	1.715¢
..... 1923	2.597	
Add to Toronto rate account taxes paid by Rochester Company.....		.308
Add to Toronto rate account difference in service, underground system, steam station standby.....		.623
Equivalent rates for same type of service without additional operating charges to Toronto for steam plant and sub-stations..... 1922	2.672	2.645
..... 1923	2.597	
Miles of overhead lines in streets.....	1,233	5,093
Miles of rear lot lines.....	664	0
Miles of underground cable.....	1,224	161
Investment—Plants and system.....	\$23,594,000	\$12,404,000
Additional investment in Toronto to put system underground on par with Rochester.....	0	\$8,500,000
Additional investment in Toronto for steam standby plant.....	0	\$5,000,000
Additional investment for sub-station in Toronto for 60-cycle and D. C. service.....	0	\$1,500,000
Total investment for same kind of service.....	\$23,594,000	\$27,404,000
Taxes—1922.....	\$529,592	\$4,845

## Food For Thought

*This article was published in a recent issue of The Columbian News, the house organ of Joseph Binford & Son, Crawfordsville, Ind.*

A merchant in an average town recently sent a questionnaire to all customers on his books who hadn't been heard from for a year or more. The questionnaire asked for an honest explanation of why they were no longer favoring him with their patronage.

Out of 200 replies received, the following reasons for discontinuance of patronage were tabulated:

Indifference of salespeople.....	47
Attempts at substitution.....	24
Errors.....	18
Tricky Methods.....	18

Slow deliveries.....	17
Over-insistence of salespeople.....	16
Insolence of salespeople.....	16
Unnecessary delays in service.....	13
Tactless business policies.....	11
Bad arrangement of store.....	9
Ignorance of salespeople concerning goods.....	6
Refusal to exchange purchases.....	4
Poor quality of goods.....	1

The results of this investigation are of prime importance and interest to retailers. All people are human—all alike—regardless of the business they are in, and what is happening in one business is pretty sure to happen in another business, as well.

Note the reason that heads the list—indifference of salespeople. One out of every four people returning the questionnaire had left that store because of indifference. Surely here is food for thought. But, we're sorry to say, indifference is not confined wholly to sales people. It is oftentimes a fault of the man who owns the business. Surely, if he is indifferent, it is expected that the salespeople will be indifferent and careless, too.

### Food For Thought

"The above article furnishes food for thought for us or for any other merchant," writes the Binford Company in an article immediately following the foregoing piece. "We are wondering how many former customers of ours are active customers no longer and for what reason.

"If you have not traded with us for some time we presume you have a pretty good reason and perhaps one of the reasons listed about fits your case.

"If you are one of the former customers but not now buying from us we will appreciate it mightily if you will check the reason wherein we have failed in the past, sign your name, tear out this page and mail to us, we will not only appreciate your kindness but will write you acknowledging your kindness and enclose postage covering your letter to us."

## One of R. M's Stories

AS many employees know, Mr. Searle is a natural story teller, and he unconsciously pulled a good one on himself recently.

A group were talking about the precociousness of childhood and Mr. Searle said that he distinctly remembered how he learned to spell "kerosene" by connecting the oil cans on the back of a wagon with the painted words on its side when he was quite a small lad. It happened some time afterward that the class in school of which he was a member was visited by one of the prominent trustees, who, to try out the pupils, was putting them through their paces. He pointed a long forefinger at Bob Searle and said—"Young man, spell kerosene." So young Searle proudly spelled "KEROSENE" and was immensely gratified at his success and the pleasure which his teacher seemed to experience.

The group to whom he told this story were convulsed, however, when Mr. Searle turned to one of the members and asked, "That's spelled correctly, isn't it?"

## The Company's Annual Meeting

AT the annual meeting of the Rochester Gas & Electric Corporation, held at Rochester, N. Y., January 15th, 1924, the following Directors were elected for the ensuing year:

Messrs: Milton S. Barger, Edward Bausch, Daniel M. Beach, Thomas W. Finucane, Albert H. Harris, Granger A. Hollister, Walter N. Kernan, Edward G. Miner, Herman Russell, Robert M. Searle, Alfred H. Smith, Libanus M. Todd, Harold S. Vanderbilt, William K. Vanderbilt.

# GAS and ELECTRIC NEWS

ROCHESTER GAS & ELECTRIC CORPORATION  
34 Clinton Ave. N., Rochester, N. Y.

FLOYD MASON :: :: :: Editor  
Employment and Claim Department

## Department Correspondence Staff

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JOSEPH P. MACSWEENEY :: Domestic Sales  
C. KARLTON MILLER :: Electric Generation  
HENRY A. DAVIS :: Electric Distribution  
WILLIAM H. EARLE :: Gas Manufacture  
WADSWORTH C. SYKES :: Gas Distribution  
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HOWARD HARDING :: Engineering  
MARVIN C. WINTER :: Electric Construction  
GEORGE B. HISTED :: General Construction  
E. H. STEIN :: :: :: Garage  
MISS FLORENCE FREER, Housekeeping Suggestion  
(Home Economics Bureau, Chamber of Commerce)

Material may be copied provided credit is given

Vol. 11 January, 1924 No. 7

*The man who halted on third base to congratulate himself failed to make a home run*—SELECTED

## 1924, A Contest

WHO is there who has not looked on breathlessly during a race or athletic contest of skill, speed or endurance where every inch, every ounce of effort counts in the establishment of the winner? The face of a game athlete, in action, almost always expresses the determination to do his very best. In especially closely contested or strenuous events his features assume lines of character which tell of the intense application, both mental and physical, which is often the price of victory. It is, however, largely his ability to summon his 'second wind' in the final sprint that determines his degree of superiority.

The athlete knows that if he is to finish well, he must get off to a good start from a specified mark. He realizes the importance of keeping fit that he may do full justice to his team, and he knows how essential it is to

keep gamely on when stopping would be much easier. He has often heard his coach say, "Stick it out till you reach the tape, the other fellow may give up," and in all this he is merely doing what all employees really wish to do in their daily business vocations.

We have discovered that unless we begin our daily tasks with reasonable precision we put ourselves under a handicap which we may not overcome though we tire ourselves out by unusual effort to make up for lost time. Even though we feel confident in our ability to catch up eventually through an enforced sprint, the story of the tortoise and the hare reminds us that a steady, conscientious and even mediocre effort often wins over a speedy but erratic field.

The records of the successful men we know, most of us will admit, are noteworthy because of the fact that they keep "everlastingly at it." This, they would tell us, means the conserving of the detached moments which often count for little because we underestimate their great importance. We are somewhat inclined to fatigue after 4.30 P. M., a fact which our wage envelopes seldom know about. Late Saturday mornings we also seem to slacken up a bit as we reflect upon our plans for the week-end, what we are going to do at home, etc. It is such an easy thing to convince ourselves, say, after 11.30 Saturday morning, that too short a period is left in which to start that job we are so anxious to complete on Monday, sure. This, the athlete would remind us, is weakening at the home stretch, that wonderful open expanse of opportunity where so many victories have been won by sheer stick-to-it-iveness. He would exhort us to grit our teeth and "dig in" and see what a lot of little things we could do in the fag end of a Saturday morning. How much more we shall enjoy our week-end rest if we consistently try to avoid mortgaging our Monday mornings with undone Saturday odds-and-ends.

## The Peoples' Utilities

The New York State Committee on Public Utility Information estimates that in 1923 "more than \$300,000,000 in securities will be purchased directly by the customers of the power companies, their employes and friends." In 1920 the corresponding figures were \$35,000,000. It is an amazing rate of growth for so short a time. Nor does it stand alone. Similar figures are not available for railways as a whole, but between 1917 and 1922 the number of shareholders in twenty railways increased from 449,165 to 627,890. In both cases the number of individual owners of shares must be increased by the number of bondholders, together with investment institutions of all sorts, insurance companies, charitable and educational trustees, and others.

The diffused ownership implies that public utilities are the people's utilities. As the process of multiplying individual shareholders goes on, there is a prospect that public regulation may become more intelligent.

The million or more of small capitalists cannot always be fooled in a matter so directly affecting them. They know that unreasonable regulation defeats itself. As President COOLIDGE has said, reasonable regulation is the only sort the Constitution allows. The sort of regulation which starves investors also starves service. If profits are forbidden in order that rates may be reduced, the result is that both investors in and users of utilities suffer together. There has been made by the public utilities an amazing record of public service. Industrials have thriven above both railways and utilities, although the industrials are largely private enterprises. Misconduct, violation of sound business morals, should be punished with rigor wherever found. No more is asked for the utilities than a square deal, because they deserve it, not because their owners are a multitude constantly growing.—*New York Times*

A lack of speed or brilliance should not discourage any of us. Endurance, skill, perseverance, application and grit are quite as efficacious, it is said. The contest that our business life opens to all of us is not a short dash, then victory; it is, rather, a long hard grind in which every opportunity we either gain or lose counts. A true athlete competes for the love of the race, not merely for the prize he has a chance of winning. In athletics and in business, team play is generally as much to be desired as individual exploitation. Its spirit seems to be this, "if you cannot carry off first honors, make the other fellow break the record." In doing this, we can feel that we are running a good race, we can enjoy that buoyant feeling of enthusiasm, respect and well-being that comes as a reward with conscientious well-directed effort to do our little job well, at least to do our very best.

If we are to be good business athletes we must keep in training for our job, fit mentally and physically for its requirements. There is a double reward in doing this, however, for it will bring individual health and poise to us as well as a greater measure of prosperity to the Company whose reputation is so closely allied to our individual and collective undertakings. It is possible through this unified endeavor as foster a spirit of co-operation between Company and employees that will mean more satisfaction to both.

The year 1924 is barely under-motivation. It offers us opportunities to test our metal. We can, if we will, treat it as an interesting contest in which competition is keen. We can either run a good race or—get tired, lose interest and slow down before reaching the goal of our possible accomplishments. If we do the latter, both ourselves and the Company will be penalized, so let's set a brisk stride and make the year 1924 the biggest and the most satisfactory one in point of service the Company has ever had.



## Elec. Generation and Distribution



### Station 38 in Operation

THE accompanying illustration shows that the mere lack of a building does not prevent a station from going into service when it is scheduled to do so. The picture is of Station 38, the new automatic sub-station on Swan Street. A date was set for the station to be started up but due to unforeseen delays in construction the building was still far from finished when the time came around. So a temporary weather-proof housing was erected over the machine and it is being operated by hand instead of automatically, until such time as the building is completed and the machine connected for automatic operation. The station was started on schedule time.

The picture shows the housing inside of which the machine is running and delivering energy constantly to the Edison system while the building construction is being carried to completion.

The new 25 cycle bus at Station 3 was made alive for the first time on December 30th. At this time the Edison rotary and No. 411 tie line were changed over to the new bus. There are six more switches to be changed over. This will be done one or two at a time until all have been moved over to the new bus. The change-over must be made on Sundays when it is possible to shut down the 25 cycle bus. The new bus is of up-to-date design and has the advantage of being remote from other equipment. It is of fire-proof construction and all current and

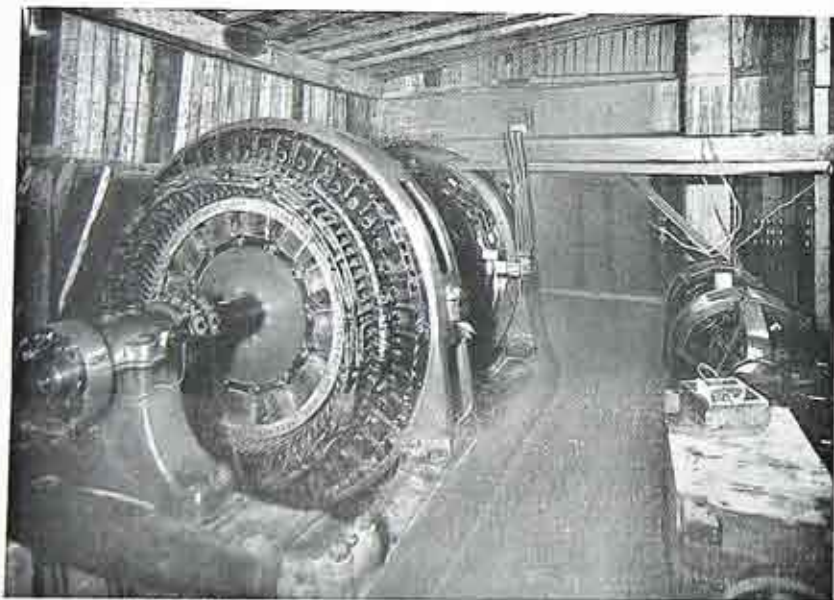
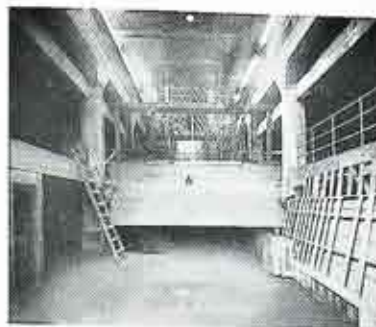


Fig. 1. Edison Motor-generator Set at Sub-station No. 38, Swan Street



"A" Shows position of machine under temporary housing which made operation during construction possible.

potential transformers and disconnects are enclosed in brick compartments in the structure.

### Station 37 Made Alive On December 21st

LINCOLN Park sub-station (Station 37) was made alive for the first time on December 21st and is now an integral part of the system. This meant that lines No. 616 and 617, the two new tie lines feeding this station from Station 35, as well as the two new switches at Station 35 also were put into service for the first time. Two regulated and two unregulated 4,150 volt distribution feeders now go out from the new sub-station, which will relieve the over-loaded condition on some of the present feeders already supplying that section of the city. Four arc transformers are also to go in, and street lighting for this section will be supplied from here. This is the second of the company's new automatic sub-stations to go into service. Swan Street (Station 38) has been in operation for some time, but is not ready to be operated automatically.

There has been plenty of water available for generating purposes recently in the Genesee River and it has

come at an opportune time of the year, when loads are heaviest and when any saving of coal is gratifying, although unlike last year, there is plenty of coal to be had. The unusually mild weather together with frequent rains and thaws has been responsible for this condition at a time when in other years the water is usually low.

### Electric Construction and Maintenance

DUE to lack of space in the Oil Switch Gallery at Station 3 a new structure has been provided upstairs for the 25-cycle system. Oil switches for tie line Number 411 and the Edison Rotary have been moved and are now in operation in the new gallery.

Upon cutting in the new sub-station at Lincoln Park, one of the transformers was found to have a higher voltage than the specifications called for. Men are now engaged in draining the oil and changing the taps in one of the coils on the transformers. Extensive tests were made and this was found to be the only way of taking care of the trouble.

Monday morning, December 17, an employee of the Westinghouse Electric Company explained in a very thorough manner to the men of the Motor Department the operation of the new sub-station at Lincoln Park. One of the unusual features of the new sub-station is the installation of an Electric Clock which controls the street lighting system and takes care of the seasonal changes automatically.

For the past five weeks the grinder and slotting machines used in grinding commutators have been continuously in operation on machines in various stations throughout the system.





New Business		
Net increase in Consumers in year		
Ending Nov. 30, 1923.		
	Nov. 30, 1922	1922
Gas.....	86,875	84,158
Electric.....	58,354	47,846
Steam.....	117	108
	145,346	132,112

Net increase in Consumers by Months.		
	1921	1922
Incr. in January.....	104	489
Incr. in February.....	28	483
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

Stock Sales in Dec. 1923		
	Subscribers	Shares
Dec.....	93	793
Total to January 1, 1924.....	1001	4741

Statement of Consumers by Departments as of Nov. 30th.					
Nov.	Gas	Electric	Steam	Total	Incr.
30th					
1915	66515	15976	23	82514	—
1914	70007	18393	33	88433	5919
1915	71216	22057	41	93314	4881
1916	75531	25095	43	100669	7355
1917	78635	27630	51	106316	5647
1918	79108	28915	75	108098	1782
1919	79663	30717	75	110455	2357
1920	81227	34359	75	115661	5206
1921	81500	39586	100	121186	5525
1922	84158	47846	108	132112	10926
1923	86875	58354	117	145346	13234
Incr. in 10 yrs.	20360	42378	94	62832	62832

	Mo. of Nov. '23	Mo. of Nov. '22	Increase
Amount of Pay Roll.....	\$250,414.49	\$216,130.62	\$34,283.87
K. W. H. Generated—Steam.....	9,929,138	6,154,910	3,774,228
K. W. H. Generated—Hydraulic.....	9,223,449	9,309,957	*86,508
K. W. H. Purchased.....	3,760,473	4,785,578	*1,025,105
M. cu. ft. Coal Gas Made.....	186,619	190,056	*3,437
M. cu. ft. Water Gas Made.....	112,091	98,408	13,683
Tons Steam Coal used.....	15,559	12,562	2,997
Tons Gas Coal used.....	17,605	17,532	73
Gallons Gas Oil used.....	322,700	427,304	*104,604
Tons Coke Made.....	12,323	12,290	33
Gallons Bengas Made.....	106,800	82,801	23,999

\* Denotes decrease.

### Miscellaneous Data

	Nov. 30, 1923	1922	Incr.
Miles of Gas Main.....	558	546	12
Miles of Overhead Line.....	2854	2491	363
Miles of Undergr'd Cable.....	1497	1376	121
Miles of Subway Duct.....	1105	1055	50
No. of Street Arc Lamps.....	1415	1469	*54
No. of Street Inc. Lamps.....	10906	10141	765
Total No. of Street Lamps.....	12321	11610	711
No. of Employees.....	1771	1579	192

### E. B. A. for Month of December 1923

Balance 1st of Month.....	\$11,413.18
Dues—Members.....	1,073.40
Dues—Company.....	1,073.40
Fees—Members.....	35.00
Fees—Company.....	35.00
Assmt. No. 57—Members.....	314.75
Assmt. No. 57—Company.....	314.75
Int. on Bk. Bal. & Investments.....	104.75
Group Life Insurance.....	48.88
Misc. Revenue.....	8.56
Total Receipts.....	3,008.49
Total Receipts plus Balance.....	14,421.67

Disbursements	
Sick Benefits.....	673.35
Acc'd'ts. Off Duty Benefits.....	114.28
Acc'd'ts On Duty Benefits.....	14.84
Death Benefit No 57.....	400.00
Group Life Insurance.....	66.52
Medical Examiner's Expense.....	3.00
21—Shares of Roch. Gas & Elec. Preferred Stock.....	2,100.00
Total Payments.....	3,371.99
Balance on Hand.....	11,049.68

Membership	
Date	No.
Members Nov. 30, 1923.....	1312
Affiliated Mo. of Dec. 1923.....	11
Terminated Mo. of Dec. 1923.....	13
Loss.....	2
Membership Dec. 31, 1923.....	1310

	Mo. of Nov. '23	Mo. of Nov. '22	Increase
Amount of Pay Roll.....	\$250,414.49	\$216,130.62	\$34,283.87
K. W. H. Generated—Steam.....	9,929,138	6,154,910	3,774,228
K. W. H. Generated—Hydraulic.....	9,223,449	9,309,957	*86,508
K. W. H. Purchased.....	3,760,473	4,785,578	*1,025,105
M. cu. ft. Coal Gas Made.....	186,619	190,056	*3,437
M. cu. ft. Water Gas Made.....	112,091	98,408	13,683
Tons Steam Coal used.....	15,559	12,562	2,997
Tons Gas Coal used.....	17,605	17,532	73
Gallons Gas Oil used.....	322,700	427,304	*104,604
Tons Coke Made.....	12,323	12,290	33
Gallons Bengas Made.....	106,800	82,801	23,999

## Personals

The many friends and associates of Mr. Charles H. Stone, director of this Company's chemical laboratory, were greatly shocked to learn of his death which occurred suddenly, Sunday morning, January 28th, at St. Mary's Hospital. Mr. Stone had a brilliant record as an expert on manufactured gas before coming into the Company's employ five years ago, having served with unusual merit in the service of the U. S. Geological Survey, and the New York State Public Service Commission. During his employ in this Company, Mr. Stone added many laurels to his already noteworthy career as a chemist and expert in research work. Born at Newton, Mass. and educated at the University of California and the Boston Institute of Technology, Mr. Stone was a man of unusual culture and refinement, who made a warm place for himself in the hearts of all those who came in touch with his strong personality. He will be greatly missed by his friends in the Company, and his particular place in the organization will not be easy to fill.

Those left to mourn his loss have the deep sympathy of the officers and employees of the Company.

Mr. Wilfred J. Kerns, formerly of the Merchants Despatch Company, of East Rochester, is now in charge of the Company's East Rochester branch office, having been appointed to that position by Mr. Charles L. Cadle, who has charge of all outlying Company properties. Mr. Kerns is an engineer, and is well fitted to cope with the problems arising in that territory.

Mr. Harry Pritchard, of Fairport, was recently appointed to a position

in the Company's Investment Department. After undergoing a thorough course of instruction in the Educational Department, supplemented by visits to Company Stations and plants, Mr. Pritchard will represent the Company in outlying suburban districts.

Mr. Haftenkamp embarked for England on the S. S. Majestic, Saturday January 12th. Before leaving the Main Office, earlier in the week 'Joe', as he is generally known to hundreds of loyal friends, went through a very strenuous hand-shaking ordeal. We will all miss Mr. Haftenkamp and his pleasant, kindly ways. However, we are willing to loan him to the 'old country' for a few months, knowing that he will return brim full of new ideas and enthusiasm, principally for the Gas Department. England leads in some of the outstanding applications of modern gas manufacturing practise, and unless they padlock their plants, Mr. Haftenkamp will hunt out their superior attainments. But—just between us—we would not be surprised to learn that Mr. Haftenkamp, before returning to America, had left in Merry England some constructive ideas based on the operation of his own Department in this Company. This Company has many original schemes in operation of which it may well be proud, and not a few of them are in the Gas Manufacturing and Distribution Department. But it is the policy of the Company to find out what the 'other fellow' is doing, and it does this in the interest of its customers and stockholders who will eventually benefit by Mr. Haftenkamp's trip abroad. Mrs. Haftenkamp has gone along to see that he balances a reasonable proportion of play against his regular diet of study and observation so about all we can do now is to wish them both a pleasant and satisfactory period across the pond and a safe return when their labors there shall have been accomplished.

On Monday, January 7, a party was given at the home of Miss Mabel Kramer, of Seneca Ridge, to announce the engagement of Miss Gladys LaRue to Mr. D. W. Armstrong. On January 23, Miss Mable Kramer also entertained at dinner, followed by a bridge party, the occasion being the birthday of Miss Marie Spillane.

Mrs. Emmanuel Spillane recently announced the engagement of her daughter, Miss Marie Margaret, to Dr. Raymond J. Brown, of this city. Upon this occasion a number of Miss Spillane's associates were entertained at her home at an informal tea.

Mr. Sam Potter, formerly employed in the General Construction Department, is now located at Station 4 and is learning

to be an operator. Sam is industrious and therefore is making the most of his opportunity to work nights and go to Mechanics Institute a portion of each day.

Mr. 'Benny' Cahill is always interested in thrift. In connection with Thrift Week recently celebrated, he tells us about an old lady who was so thrifty she always removed her spectacles when not looking at anything.

Two new correspondents have been added to the staff of Gas and Electric News. They are Messrs. E. A. Stein, of the Garage, and M. W. Winters, of the Motor Department. These men have shown great interest in assisting in the gathering of news items and stories and their efforts are greatly appreciated.

On Wednesday evening December 18th, the Special men and members of the Order Department presented Mr. Raymond Patten with a beautiful mahogany smoking-cabinet.

Mr. Lester Lynd, of the Subway Department, has been keeping Batchellor's Hall for two weeks during the recent visit of his wife to her home, Malone, N. Y. Lester says he will be glad to turn over to his wife the cares and duties of house-keeping when she returns, especially the washing of the dishes which for some reason he seems to dislike.



Mr. and Mrs. Roeser "On the Portage"

Recent additions to the Mount Morris Surveying party are Remington Ellis of Scottsville, W. C. Knox of Geneseo, L. O. DeVoll and Carl Cooman of Rochester. Mr. Cooman was formerly with the Engineering De-

partment at West Station.

Mr. and Mrs. Edward Roeser for a number of seasons have selected for their vacation trip the Tamagami Forest Reserve, located about 350 miles north of Toronto. To live in the open and personally perform the duties required for comfort and pleasure on a cruising canoe trip in a primitive wilderness constitutes a "kick" that makes them yearly go back for more. Teddy, their canine companion, has a reputation of being one of the best lead dogs in the North country and he seemed to enjoy the many thrills encountered in reaching the Lake of the Jumping Caribou fully as much as the others. The three members of this interesting trip are shown in the accompanying illustration.

Mr. George Dady, of the Gas Shop, received a very pleasant surprise Saturday evening, December 22, when several of his fellow-employees, who met at his home, presented him with a very comfortable arm-chair. Mrs. Dady prepared a fine supper and it is rumored that all those who were present are quite anxious to call again. Several vocal numbers, rendered by Mr. Hickey and Miss Helen Dady, were greatly enjoyed. Those who attended are: Messrs. V. Hod-dick, Carl Hoffman, F. Lux, E. Bartholomay, V. Hickey, C. Schlenker, E. Harrington, Chas. Vogler, "Spark Plug" Schwenger, George Harris Sr., and George Harris Jr.

After a few month's absence, we are glad to see that Miss Aspenleiter is with us again, demonstrating and selling Eden washing machines.

Dancing and luncheon, as well as a short play in which Miss Marion Moore, Mr. Harry Miller, and Mr. Frank Nolte were the principal characters, comprised some of the more interesting features of a party held in the Library on the evening of December 11. Those in attendance were the misses Fuerst, Moore, Hendley, Cozzalino, Shippy, and Young; and messrs. Nolte, Trappelino, Coyne, Miller, Blickwede, and Putnam.

Miss Gertrude Shippy entertained the girls of the Coke Sales Department at her home during Christmas week.

Three of the Gas Shop employees were recently elected to important offices in the "Ancient Order of Hibernians". Mr. Nugent, who has been with the company several years, was elected president, Mr. McHugh, vice-president, and Mr. Owen Smith, treasurer.

The Bowling Enthusiasts of the Gas Shop are making arrangements for their semi-annual Bowling Party, which they expect to have very soon. Messrs. V. Hickey, T. Levy, and P. Bitzke comprise the committee on arrangements.

A great amount of enthusiasm and rapid progress is being shown in the class which was formed by Mr. Miller which meets Monday mornings, under the direction of Mr. Huntington, to take up the study of electricity. An evening class in mathematics has been formed which meets each Friday evening for the benefit of those of the department who feel that they desire additional work along this line. Considerable interest is evidenced in the class especially during the noon hour. It is now a foregone conclusion that, wherever a group of the Motor Department men is now seen, it is not as formerly, discussing radio, but rather having a very heated argument as to the relative merits of this or that problem in electricity.

Mr. L. Flinchbaugh of the Motor Department is now enjoying a vacation with his parents in Pennsylvania.

December 16th brought to Mr. Robert Pockett of the Motor Department the title of "Father." Bobby, Jr., weighed seven pounds and is reported to be a fine strapping bit of humanity.

Charles Hanesfecher, a long-time employee at the City Pump House on Water Street, has now joined the Motor Department forces.

Mr. Edward Shaplin of the Motor Department has returned from an automobile trip to Montreal. He speaks very favorably of the entertainment accorded him by friends in the Canadian City.

Mr. Harold MacDowell recently joined the ranks of the Benedicts. He took with him the best wishes of his associates in the Motor Department.

Mr. Rissberger gave a talk on the Prone Pressure method of resuscitation recently at the Laboratory. The men employed there after hearing about its theoretical possibilities were shown how to perform it properly and given the opportunity to ask questions as to its use in drowning, asphyxiation from gas or smoke, or electric shock.

Mr. Benham spent the Holidays at the home of his parents in Philadelphia. On his return trip he visited some modern poultry farms, in New Jersey. While being shown some fine poultry houses there, he was especially interested in the way electric illumination assists in increasing the laying records of the modern biddy. Late to bed and early to rise seems to be the thing that fills the egg baskets nowadays. With lots to eat and

cheerful surroundings it seems to be no trick, thanks to electricity.

Mr. Homer C. Deffenbaugh recently contributed to Radio News a page article on "Curves as an Aid to Tuning." This article appeared in full in the January, 1924, issues of that magazine and should be read with interest by all radio fans as it details much interesting material which the average fan will find very useful.

### Mt. Morris Notes

**T**HE Forestry party of seven men is making St. Helena its headquarters. This work is about two thirds done. The farm surveyors have practically finished and the rush work is done, only the farms purchased outright remaining to be surveyed.

The triangulation party expects to conclude its field work about the middle of January but the topographic survey will doubtless continue until halted by a heavy snowfall. Dirt roads are in such poor shape that all work is hindered to a certain extent by poor travel conditions.

Several of the surveyors accepted the invitation of Mr. and Mrs. Chas. Gormley to a card party at their home

at Mt. Morris, December 12th. Those who attended enjoyed a fine time.

The men of the survey party with Messrs Jacob and Charles Guzzetta, Frank Long, Mr. and Mrs. Charles Gormley celebrated the holiday season with a Christmas tree at the Mt. Morris office, Friday evening, December 21st. Mr. E. A. Cravath impersonated Santa very creditably. Among his gifts was a gold watch for Mr. L. E. Jackson, presented by the "Gang." Smokes, music, an impromptu mock trial and songs were followed by a treat at Mr. Gormley's ice cream parlor. Thanks are due Mr. P. F. Stephens and the triangulation party for the success of the event.

"The Men Who Keep the Wheels Turning" at Mt. Morris



Back row—Left to Right, Messrs. Cravath, Stewart, Hollis, Nobles, Foster, Murray, Weber, Hogan, Hastings, Hall, Park.  
Front row—Messrs. Stephens, Whitbeck, Gavin, Albertson, Webb, Frankewich, McTurk, Young, Dygert, H. DeVoll, Brownell, Jackson, Chief of Party.  
Not shown—Lawrence, Ellis, L. DeVoll, Cooman, Knox.

Mr. F. W. Fisher was in New York City on January 17th and held an organization meeting of the Accident Prevention Committee of the American Gas Association of which he is Chairman.

Mr. Lucas S. Cagle of Canandaigua commenced work in the Industrial Sales Department on January 2d. He will be engaged for the present on rural line investigations.

Miss Helen A. Smith, Illuminating Engineer, gave a talk on Home Lighting with special reference to lamp shades, before the Welcome Home Bureau at School No. 21, and, at a meeting of the Home Bureau Unit at School No. 37, supervised the making of wicker lamp shades. On December 21st, Miss Smith talked to the members of the Federation of Women's Clubs on Home Lighting and Christmas Decorations.

Mr. Edward A. Roeser has been in New York attending a meeting of the Industrial Heating Committee of the National Electric Light Association.

Mr. Gordon McLarty of the Industrial Sales Department visited his parents at Manistee, Michigan, during the Christmas vacation.

Mr. Benton J. Sauppee spent the holidays with his father and mother at Allentown, Pa.

Mr. Edmund L. Spanagel of the Industrial Sales Department visited relatives at Canton, Ohio over the Holidays.

Several piano and vocal selections, as well as various interesting and amusing stunts, were enjoyed by all who attended the recent Birthday party of Miss Mabel Kramer at her home in Seneca Ridge. The success of the affair is due largely to Miss Gladys LaRue, of Sidney Street.

### Employees of West Station Machine Shop

"The Men Who Keep the Wheels Turning" Series



Standing, (Left to Right): O. H. Gentry, Master-Mechanic; F. Ruthbun; J. Prouty, Ass't Master-Mechanic; N. Westfall; E. Kent; D. Gobby; H. Phelan; C. Hegeman; J. Kohl.  
Sitting, (Left to Right): H. Clement; A. Mehne; W. Hegeman; G. Forbes; F. Donovan; G. McGoodwin; J. Bourne.

# FUMES FLASHES



## RIGHT

Assistant—Here's a woman writes that she doesn't know which way to turn.

Editor—Send her a copy of the traffic regulations.  
—*Boston Transcript.*

## THRIFT

The latest story on the thriftiness of the Scot concerns the man who while crossing the street saw a penny lying on the pavement and in stooping to pick it up was struck by an automobile and killed. The coroner's verdict in the case was, "death from natural causes."  
—*Selected.*

## AN EPITAPH

Epitaph for a London boardinghouse keeper: Peace to her hashes.—*Life.*

## YOU CAN'T KEEP A GOOD MAN UP

"But suppose," said one of the spectators on the Common, "that the parachute should fail to open after you had jumped off—what then?" "That wouldn't stop me," answered the parachutist, "I'd come right down anyway."  
—*Selected.*

## AIN'T IT TRUE!

Who driveth fast  
Angels will hear;  
Who driveth slow  
Getteth hit from the rear.  
—*Nashville Banner.*

## NEWS TO HIM

"Do you stand back of every statement you make in your newspaper?" asked the timid little man.

"Why—er—yes," answered the country editor.

"Then," said the little man, holding up a notice of his death, "I wish you would help me collect my life insurance."  
—*The American Legion Weekly.*

## HE! HAW!

An Englishman was once persuaded to see a game of baseball, and during the play, when he happened to look away for a moment, a foul tip caught him on the ear and knocked him senseless. On coming to himself he asked faintly, "What was it?"

"A foul—only a foul."

"Good heavens!" he exclaimed. "A fowl? I thought it was a mule."

**GOOD ADVICE FROM BOOMER BILL—**  
"Never go around with a married woman unless you can go two rounds with her husband."  
—*Boomer Bill.*

## A MEDICAL TRUTH

*Jack*—Somehow, I'm always getting a cold in my head.

*Wife (tartly)*—Well, you know a cold always settles in the weakest part of the body, according to the doctors.

## OUCH!

*He*—If I had known we were going through a tunnel, I'd have kissed you.

*His Girl*—Heavens! Wasn't that you?

## TICKLISH.

*Citizen*—"Your honor, I'm too sick to do jury duty; I've got a bad case of the itch."

*Judge (to clerk)*—"Scratch this man out."  
—*Briefs.*

## HAS TO BE SHOWN

A microscopic youth, with a penny clutched firmly in his moist hand, stood on tiptoe in front of a candy counter, inspecting the goods. Nothing seemed to please him and finally the clerk, in exasperation, said:

"See here, young fellow, do you want to buy the whole world with a fence around it for a penny?"

The prospective purchaser meditated a moment and then replied:

"Let's see it."—*Dry Goods Economist.*



"Great Scott! what kind of a hen is that—laying an egg with a handle on it?"—*Selected*

## A Railroad's Prosperity is Your Prosperity What is the Value of the Railroads?

400,000* Miles of Track at only \$25,000 a Mile	= \$10,000,000,000
The Department of Agriculture estimates that the average cost of a mile of improved highway today—which has no rails, ties, tunnels, trestles, and relatively infrequent bridges—is about \$36,000.	
69,000* Locomotives at only \$20,000 Each	= 1,380,000,000
The 6,000 or more locomotives bought in the last two years have cost an average of about \$60,000 each, and some have cost as much as \$75,000 or \$100,000.	
2,400,000* Freight Cars at only \$1,000 Each	= 2,400,000,000
The average cost of a freight car today is about \$2,500. Many recently put in service cost \$3,000 and refrigerator cars \$3,500 each.	
57,000* Passenger-Train Cars at only \$10,000 Each	= 570,000,000
All steel passenger-train cars now cost from \$30,000 to \$35,000 each.	
Materials and Supplies	= 500,000,000
Railroads have to keep on hand millions of tons of coal, rails, ties, spikes, and all other material required in maintenance and operation.	
Working Capital	= 500,000,000
50,000 Stations and Terminals, Yards, Signals, Roundhouses, Shops, Machinery, Water Supply, Power Plants, Elevators, Docks, Coal Pits, and all other items, including administration	= 7,000,000,000
In over 1,000 cities and towns, stations and terminal facilities cost over a million dollars apiece. These facilities in a few of our larger cities would alone account for over a billion dollars.	
The shops and machinery engaged in the repair of equipment constitute an enormous industry in themselves, employing nearly 400,000 men, and spending over a billion dollars a year.	
The above property is believed to be worth fully \$10,000,000,000, and could not be duplicated for anywhere near that amount today.	
<b>This Totals</b>	<b>\$22,350,000,000</b>

And a valuation recognizing all the elements of value assured to the ordinary property-owner would be far in excess of this amount.

The tentative minimum valuation of the railroads at the end of 1919 was found by the Interstate Commerce Commission to be \$18,900,000,000. This valuation was based on costs and prices up to 1914, and therefore includes no war-time inflation of values. The subsequent investment of approximately \$1,984,683,000 (1923 estimated) brings the Interstate Commerce Commission valuation for rate making purposes as of the end of this year up to \$20,884,683,000.

\*These are Interstate Commerce Commission figures in round numbers.

Each reader can judge for himself the fairness of the contention made by Senators LaFollette, Brookhart, and others that the Interstate Commerce Commission valuation should be reduced by from \$7,000,000,000 to \$10,000,000,000. Such a confiscation of values would in effect be a denial to the railroads of their chief means of keeping pace with the development of the country.

Fair recognition of railroad property values is essential for adequate earning power and credit for further expansion.

PENNSYLVANIA RAILROAD SYSTEM



## *The Testing Time*

TO FAIL miserably and realize the blackness of defeat, and then go on again with a lesson learned, is a test that comes to the ambitious. But the nearer you approach success, the greater will these tests become. ¶ There is little danger of falling when we keep our feet on the level ground of the commonplace, but as we rise above the obstacles that block our progress we must be on our guard. ¶ Success, in itself, is no more permanent than culture, character or education. It is a steady growth demanding constant attention to the innumerable details that enter into its structure. The time to feel sorry for ourselves, it is said, is when approaching success. It means a greater capacity for work and responsibility.