



Advertisement

GAS and ELECTRIC NEWS

Published by

The Southern Gas & Electric Corporation

1926-1927

*In Dreamy
Vacation Land*

His Mistake

HE longed to find the road to fame,
But not a highway bore that name,
He thought to glory there must be
A level path that he should see;
But every road to which he came
Possessed a terrifying name.
He never thought that fame might lurk
Along the dreary path called Work.
He never thought to go and see
What marked the road called Industry.
Because it seemed so rough and high,
He passed the road to Service by.
Yet had he taken either way,
He might have come to fame some day.

—Detroit Free Press.



GAS AND ELECTRIC NEWS

Published by the Rochester Gas and Electric Corporation

Vol. 14

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No. 12

North East Electric Company Receives Coveted Honor

FOLLOWING so closely upon the electric typewriter number of *Gas and Electric News*, which was the April Issue, we are very glad to call attention to the honor received by the North East Electric Company, in connection with its development of an electric drive for typewriters.

Mr. Edward A. Halbleib, President of the North East Company, received a notification, last January, of the fact that the Franklin Institute had designated his company as the forthcoming recipient of the John Wetherill Medal for the successful mechanical and commercial development of an electric

power drive for typewriters. This honor conferred by the Institute's Committee on Science and the Arts, it was explained, included the formal presentation of the Medal on the Institute's Medal Day, which this year was to be held on May 18th.

Inasmuch as the Medal had not been officially presented at the time we went to press with the electric

typewriter number, we were not then permitted to mention this distinct honor for the North East Company. At this time, however, we wish to congratulate President Halbleib, his Company and all those who have as-

sisted in the pioneering work connected with the development of this power drive. The action of the Franklin Institute in presenting the Wetherill Medal constitutes its recognition of the outstanding accomplishment of the North East Electric Company in the realm of science and the arts. Its designation of one of Rochester's foremost industrial organizations comprises, also, an honor to this City, and Rochester will



EDWARD A. HALBLEIB

be known for years to come as the home of the first practical electric drive for typewriters.

Mr. Russell Thompson, Engineer, of the North East Company, received the special commendation of the Committee for his work in connection with the development of the drive, and formally accepted the Medal for his Company.

New York State Waterways and Water Power

Address by Mr. Roy G. Finch, former N. Y. State Engineer, before the Rochester Engineering Society, April 23, 1927



Perspective of proposed power development on the St. Lawrence River, at Hawkins Point. The proposed length of dam is 1900 feet. The capacity of each power house would be 1,200,000 H. P.



I AM GRATEFUL to the Rochester Engineering Society for the honor paid me by the invitation to be present at this dinner and for the opportunity of discussing with you, in a more or less informal manner, the subject of "New York State Waterways and Water Power." It is one of the most, if not the most important problem, which today faces the people of this State. I realize full well my inability to do justice to the subject or perhaps to even bring home to you the vital and far reaching considerations involved, as engineers, only in rare instances, ever seem to acquire that happy faculty of becoming interesting speakers.

There has never been a time in this State when there was a more crying need for clear thinking in relation to our waterway and water power problems than right now. Conditions as they really exist should be recognized. An opportunity presents itself to engineers and engineering organizations to render a real public service by actively participating in the solution of these, which fundamentally are engineering and economic problems, by urging that the solution be reached only through the application of sound economic and engineering principles.

The effectiveness and economic feasibility of the New York State Barge Canal is to-day not only being questioned, but the canal is accepted as a failure by too many people, and as some-

thing in which the people have invested nearly \$200,000,000.00 and from which they are not receiving any ample or proper return. Prior to its construction in 1903, it was pronounced the proper type of undertaking to afford a superior waterway connection between the Great Lakes and seaboard.

CANAL HISTORY IN NEW YORK STATE

In order to visualize present day conditions, it may be helpful to retrace briefly the history of the canals. The first waterway improvements were made by a private company chartered in 1792 but it was not until 1817 that the State actually undertook the construction of the Erie Canal, which was opened in 1825. It was 4 feet deep and 28 feet wide and floated boats carrying 30 tons. So marked was the success of the first canal that a frenzy of canal building spread over the whole country, manifesting itself in New York State by the building of 6 lateral canals within the first decade after the Erie was completed and four more within the next four years. To meet the constantly growing demands of traffic, the Erie and its main branches were enlarged from time to time and by 1862, the Erie Canal had a depth of 7 feet and was capable of floating boats carrying 240 tons. In 1883, the year in which it was created a free canal by the abolition of tolls, the Erie Canal had earned a net surplus of nearly \$43,000,000.00 in excess of its original cost plus all the expenses of enlargements, maintenance and operation.

In 1903, the People of New York State again decided to enlarge the canals by the building of what is generally known as the Barge Canal, which has a depth of 12 feet. Its cost to date, including the terminals and grain elevators, is

approximately \$175,000,000.00, not including interest or maintenance charges, which now average about \$7,000,000.00 per year. This canal system as it exists to-day has an annual carrying capacity in excess of 20,000,000 tons. In 1926, the year in which the greatest tonnage was transported, it carried only 2,370,000 tons.

The question naturally suggests itself—Why is this canal system carrying only 10% of the tonnage it is capable of handling? Almost everyone seems to feel qualified to answer this question but rarely do two people arrive at the same conclusion.

RAPID DECREASE OF CANAL BOATS

The territory served has a potential tonnage suitable for shipment by canal, which is at least equal to the canal's present capacity. There is, however, a lack of boats, and carriers must be present to transport tonnage, if the full benefits of water-borne transportation are to be realized. Back in the seventies, the 7 foot canals were transporting 6,000,000 tons of freight annually and there were between 5,000 and 6,000 boats in service. To-day, on the Barge Canal, it is doubtful if there are 800 boats in use.

The agitation for the building at the present canal started in the nineties but it was not until 1903 that its dimensions were fixed. During these years, the boat owner was aware that sooner or later a type of canal would be constructed on which, in all probability, the 240 ton boat, then in use, would not be the most efficient unit and but very little was spent on new equipment or on up-keep and repairs. The new canal was 15 years in the building and during that period the number of boats maintained in service became less and less each year. The World War came on with the great increase in the prices of labor and materials, and the Government assumed control of the canals for a time. Conditions were such immediately following the close of the War that boat-building operations were not stimulated.

Then we entered the period of great agitation for a still larger canal—a ship canal—following either the St. Lawrence route or through New York State on the All American Route. Those engaged in operating boats on the present

canal or those contemplating such an operation found themselves somewhat in the same position as their predecessors prior to 1903. Should a larger and different type of canal be constructed would the boats adapted for use on the present canal be efficient for use on the new waterway and once again operators apparently felt the necessity of curtailing building operations and of waiting developments. The net result seems to be that capital is reluctant to finance boat-building operations and a canal without boats cannot go on indefinitely and justify its existence.

The fundamental economic principle which resulted in the selection of a "barge" type of canal to connect the Great Lakes with seaboard was, then on ocean, lake and canal, the type of boat, which would operate most efficiently on each, should be used and the necessary transfers of cargo made.

Transportation on the Great Lakes is presumably the cheapest transportation in the world. The lake boats are built per ton of carrying capacity much cheaper than ocean-going vessels. Boats suitable for the canal can be built for less than the lake boats and operated at a much lower cost. Why should not these lake boats bring the commerce from the upper lakes to the lower lake ports, transfer there to the barge, carry it across New York State and at Albany or New York, transfer it to the ocean steamer? In that way the tonnage would be carried in each boat by the cheapest possible carrier and the transfer charges would be more than saved. Such was the reasoning of those who recommended the "barge" type of canal.

Are we sure that it is unsound? The People of New York State on every occasion have generously voted money for canal improvements and many are disappointed in the tonnage transported on the Barge Canal. Before it is finally determined to ask the People to contribute toward the building of a different type of canal, every effort should be exhausted to try and make the present canal serve its intended purpose, and it should be shown beyond any question of doubt that some other type of canal is necessary and if constructed would be used.



Typical lake barge. "Lakers" of this type carry freight at a very low cost per ton mile.

EFFECT OF PANAMA CANAL ON CENTRAL UNITED STATES

The Panama Canal has had a detrimental effect on the economic position of the mid continent. This area produces a surplus of agricultural and manufactured products demanding long transportation, but is now handicapped by adverse transportation costs. Let us forget for the moment distance in terms of miles and use as a unit the cost of transporting a ton over the cheapest route. Before the opening of the Panama Canal in 1914, New York City was 1904 cents distant from San Francisco. To-day, it is only 1680 cents distant. Chicago prior to the opening of the Panama Canal was 2610 cents distant from the Pacific coast. Now it is 2946 cents distant. Chicago has moved 336 cents away from the Pacific coast, while New York has moved 224 cents closer. A similar computation shows that during this same period, Chicago has been moved 594 cents farther away from the Atlantic seaboard. This has all been brought about by the Panama Canal, which shortened the distance by water between our east and west coasts and by the further fact that ocean shipping rates have remained more or less stable while rail rates have been increased.

Unquestionably, the mid-continent is entitled to an equalization of transportation costs, which would result in a benefit to the entire country and apparently the greater part of the middle west is entirely "sold" with the idea that a deep water-way down the St. Lawrence River would solve their problem.

On the completion of the enlarged Welland Canal in 1930, lake navigation of a normal draft of 20 feet will be extended into Lake Ontario, and will then be separated from ocean navigation at Montreal by a distance of only 183 miles. The present St. Lawrence canal system, from Lake Ontario to Montreal, has a depth of 14 feet and is transporting about 6,000,000 tons of freight per year. From Montreal to the ocean, a depth of from 30 to 35 feet is now available. The St. Lawrence River, from Lake Ontario to its mouth, has a total length of about 1200 miles, of which only 116 miles are along the international boundary. The project for its improvement as recently proposed is a combined power and navigation scheme. It contemplates a canal having a depth of 25 feet and the ultimate development of 5,000,000 H.P. at a total estimated cost in round figures of \$635,000,000. The initial power installation is recommended at only 2,675,000 H.P. and on this basis, the cost is estimated at \$410,000,000. The principle advantages claimed for the St. Lawrence route over the All American route are:

THE ADVANTAGES OF THE ST. LAWRENCE ROUTE

1. That the St. Lawrence River is the natural outlet from the Great Lakes to the Sea and its canalization can be accomplished with a less mileage of restricted canal navigation,

2. That it would be less expensive to build,
3. That the revenue derived from the power could be made sufficient to pay its entire cost,
4. That the distance from lake ports to ports in northern Europe would be shortened by 625 miles,
5. That there would be fewer bridges and locks,
6. That the cost of canal maintenance would be less,
7. That the cost of transporting grain from Duluth to Liverpool could be reduced from its present cost of 17½ cents per bushel to a figure ranging from 8 to 11 cents per bushel, which compares with an estimated transportation cost of from 9 cents to 13 cents per bushel over All American route.

The Department of Commerce computes the tonnage at present available for transportation over this route to average 23,000,000 tons per year, of which 80% represents exports and imports.

As against the proposed St. Lawrence Canal, the selection of the All American route for a deep waterway through New York State is being urged. Its object is to make available a canal having a depth of 25 feet between the Great Lakes and the Hudson River at Albany, which river is now being deepened to 27 feet up to that point. The first section of this All American route starts at a point on the Niagara River below Tonawanda, where a canal would be constructed around Niagara Falls, re-entering the Niagara River below the rapids near Lewiston and following the lower river to Lake Ontario. This canal would accomplish the same purpose as the Welland Canal, that is, making the connection between Lake Erie and Lake Ontario. This and the Welland Canal would be only a few miles apart and adjacent to the boundary line between this country and Canada. With a new Welland Canal of ample dimensions for lake navigation rapidly nearing completion and treaty provisions insuring the free use of this canal to the shipping of both countries, the necessity for the construction of this new parallel route in New York State would seem to be open to some question.

From the mouth of the Niagara River, Lake Ontario is followed to Oswego, where the second canal section of the All American route begins. It follows the alignment of the present Oswego Canal for about 12 miles to Fulton, where it leaves the Oswego river and continues on a new route to Oneida Lake. From Oneida Lake to Schenectady, it follows substantially the route of the present canal, which for the greater part of the distance is located in the bed of the Mohawk River. Near Schenectady the new route leaves the Mohawk River and follows the Normanskill Valley, which is south of the Mohawk, and enters the Hudson River just below the City of Albany. The length of the canal from Oswego to the Hudson River is 172 miles. The estimated cost of the All American Canal is \$631,000,000, of which \$506,000,000 is the

estimated cost between Oswego and Albany. No water power development is contemplated other than perhaps the generation of sufficient current required for the operation of the canal structures.

THE ADVANTAGES OF AN ALL-AMERICAN ROUTE

The advantages claimed for the All American route over the St. Lawrence route are—

1. The avoiding of the dangers to navigation due to the presence of fogs and icebergs in the vicinity of the mouth of the St. Lawrence.

2. Reducing the distance between lake ports and the Atlantic seaboard, which includes South American ports. With the increase in our South American trade, this becomes an important consideration.

3. Surely an advantage which this route enjoys and one which it would seem would make a strong appeal to us is that its location is wholly within the boundaries of the United States. When it is realized that the St. Lawrence River has a total length of about 1200 miles, of which only 116 miles are along the international boundary, it becomes apparent that a canal constructed on this route would be located in a foreign country for 90% of its length. This is a phase which is worthy of the most serious consideration on our part and particularly so when from an engineering standpoint, a deep waterway is feasible of construction on the All American route. The Department of Commerce estimates the tonnage at present available for transportation over this route to average 17,500,000 tons per year, of which 80% represents exports and imports.

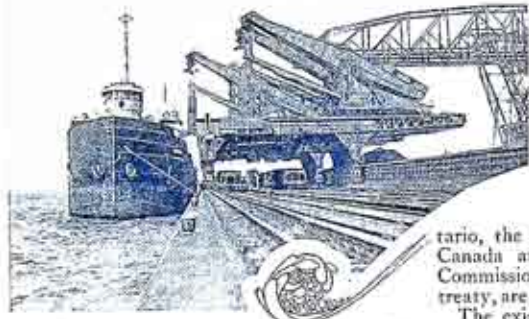
These are the controlling factors as I see them relating to our Barge Canal and the proposals for the two deep waterways, which have been and are now receiving the most careful study and investigation. Unless it can be shown in the not too distant future that a canal of the "barge" type, which is now in service, can be made an adequate outlet to the Atlantic, there will be constructed over some route a ship canal and the People of New York State will be called upon to pay substantially 30% of whatever is spent on such construction by the Federal government. With the All American route, this would amount to at least \$175,000,000, which is approximately the same amount we now have invested in the existing New York State Canal System.

THE POWER QUESTION IS A SERIOUS ONE

Any discussion of the development of the St. Lawrence River involves the power question. I know of no subject over which more misinformation has been spread broadcast than that relating to the generation and distribution of electrical energy. There seems to be the ingrained idea firmly rooted in the minds of the great majority of our people that water is something provided by a Divine Providence and that man has only to stretch out his hand and take and use it as a free gift. The situation controlling as to ownership and rights along the international section of the St. Lawrence River is not generally understood. The state of New York claims ownership to the bed of the river, that is, the lands under the waters of the St. Lawrence, but to the International Boundary



Type of barge now operating extensively on the New York State Barge Canal.



Hulett stiff-leg unloaders working on a vessel at Whiskey Island, Cleveland harbor.

line. The Province of Ontario claims similar ownership on the other side of the boundary. The State of New York does not own the south bank of the St. Lawrence and the adjacent upland and therefore is not a riparian owner. Such ownership is vested in individuals. No one owns flowing water but the riparian owner is entitled to the use of the water as it flows past his property, providing such use does not interfere with the rights of other riparian owners upstream and downstream. To develop power from the water which flows along the international section of the St. Lawrence River, requires the building of dams and these dams must be located in the bed of the river on lands, to which in part, the State of New York claims title. The present ownership of the State in power development rights in the international section of the St. Lawrence is confined solely to the claim of ownership to one-half of the river bed.

The Federal government has the paramount right to enter upon and use these lands under water in the building of dams and for such other uses and purposes as may be necessary in the improvement of the river for navigation. Through proper treaty arrangements, the United States and the Dominion of Canada could occupy these lands with dams primarily constructed to improve navigation, but making possible the development of a vast amount of power. Undoubtedly, the parent governments would claim control over the power developed, as being incident to navigation. Whether the courts could consider the tremendous St. Lawrence power a real "incident" of navigation, and thus to be controlled by the Federal government, or whether it would be held that control of the power belonged to the State of New York, is a difficult legal question, as yet unsettled. If the river, however, were developed primarily for power but with due regard and with proper and ample provisions made to fully meet the requirements of improved navigation, if and when the United States and the Dominion of Canada decided to enter upon such a navigation

improvement, the control of the power would then be vested in the State and the Province. This is a very important distinction and vitally affects the State of New York.

Any power development on the St. Lawrence, whether it be undertaken by the State, a power authority created by the State or a licensee of the State, cannot be accomplished until the State of New York, the Province of Ontario, the United States, the Dominion of Canada and finally the International Joint Commission, appointed under the terms of a treaty, are in full accord and agree on the plans.

The existing New York State Power Law provides for the development of water power under rules and regulations to be determined by the State of New York and for cooperation with the United States government. The Province of Ontario and the Dominion of Canada, and permits such a development by private capital under governmental control and supervision. It was under the provisions of this Act that, in 1926, applications were filed for licenses to develop the power along the international section of the St. Lawrence.

The total fall in this section susceptible of development is between 80 and 85 feet. The flow in the river varies from 193,000 c.f.s. to 320,000 c.f.s. Plans were filed for both single stage and two stage developments, that is, the construction of one dam sufficient to raise the water to the extent necessary to take advantage of the full fall in the river, or by the use of two dams which, combined, would raise the water to this same height. Power that could be developed would probably warrant an installation of machinery capable of producing normally 2,500,000 H.P., one-half of which would belong to Canada and the other half on our side of the International boundary. The total estimated cost was substantially \$225,000,000.

WATER POWER CAN BE INCREASED

The desirability of developing our natural resources is not open to dispute. Today, the demands for power in this State require plants capable of generating six million horse power, of which less than two million is produced by water. The remainder is produced by burning of coal at the rate of about 25 million tons per year. It is possible to increase the power produced in this State from water by nearly 3 million horse power. This could be brought about by—

1. Developments on the interior streams, such as The Genesee and the Hudson and requiring the building of large storage reservoirs.

2. An increased diversion of water for power development purposes at Niagara Falls, and

3. The development along the International section of the St. Lawrence.

Now just what would be accomplished by the carrying out of such a program?—

1. The conservation of a natural resource by putting to work water that is now flowing unharvested to the sea and thereby saving each year the burning of nearly 20,000,000 tons of coal.

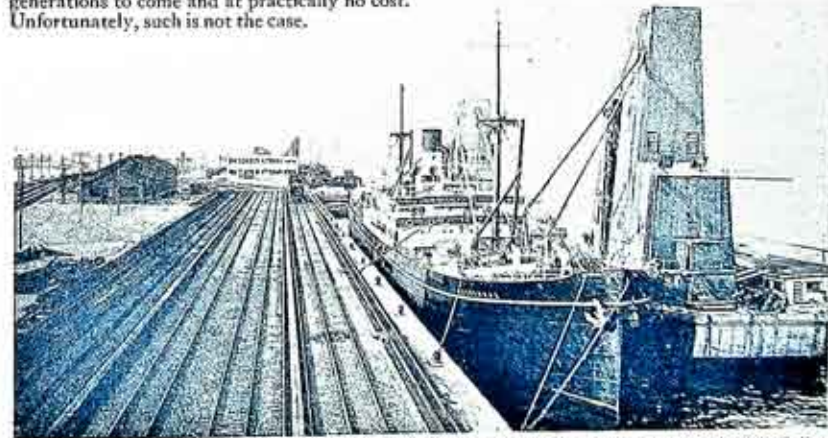
2. Making available more artificial power, reliable and inexhaustible, and putting it back of our workers so that they may increase their production, which is one sure way of sustaining the present high wage level in this country, and

3. Increasing our industrial development.

In the eleven states comprising the north-eastern section of the United States, it is estimated that over 5,000,000 H.P. available 90% of the time can be secured from the use of water, of which 75% is located in New York State. In New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, these resources have been fully developed. In Maine they have been developed to the extent of 89%, in Pennsylvania 66%, in Delaware 62%, while New York, with the greatest amount of natural power, is almost at the bottom of the list with only 35% developed.

Statistics show that in New England, every dollar expended in the building of hydro-electric power plants has been matched by the expenditure of eight dollars for industries. If New York State, in the development of the St. Lawrence alone, experienced the same stimulation to industrial growth as New England from its water power, we could look forward to the investment of almost a billion dollars in industrial enterprises. The value to the State from such an industrial expansion is almost beyond comprehension.

Some of our enthusiasts would have us believe that the State is the owner of ample water power, if it were developed, to supply electricity not only to the present generation but to generations to come and at practically no cost. Unfortunately, such is not the case.



Loading 200,000 bushels of wheat for Genoa, Italy, at the Claremont terminal of the Lehigh Valley Railroad, New York City.

COST OF ELECTRICITY HAS NOT INCREASED

Of all the commodities in general every day use, electricity is the only commodity which on the average throughout the United States is now selling at pre-war prices. How has this been accomplished? The cost of labor and materials involved in the building and the operation of hydro-electric and steam plants has increased and the same is true as to the labor and materials entering into the building and maintenance of transmission lines and distribution systems—that costly operation necessary to bring the current to the consumer, which the average man is so inclined to completely overlook. The answer as to how the selling price has been kept down to pre-war level in spite of the increased cost of labor and materials is found in the making of improvements with the resultant securing of greater efficiency in the production and transmission of electrical energy, accomplished by the inventive genius and the initiative exercised not by any governmental agency but by the corporations engaged in the public utility business.

(a) Hydro-electric plants are now operating at 92% efficiency.

(b) By interconnections between the lines of the distributing companies, the expenditures for stand-by service, used only for a portion of the time to meet occasional heavy demands for current but requiring full time investment of capital, are being reduced.

(c) Current is transmitted hundreds of miles, with losses within reasonable limits, and lines have been constructed whereby lights in use in the City of Boston can be supplied with current generated in Chicago.

The development of hydro-electric power in this State, which is now economic of development, will not result in cutting in half the present

price of electricity. Such development, however, would help in holding the price at the present level and if other costs do not keep on advancing, it perhaps might result in a slight general lowering of the price level.

Now let us see just what were the terms and conditions embodied in the proposed St. Lawrence lease, always keeping in mind that the building of a power plant on the St. Lawrence River would involve greater risks and call for more engineering skill and financial assistance than has ever been exacted in any similar public or private proposal.—

CONDITIONS OF THE PROPOSED ST. LAWRENCE LEASE

(1) In the first place, irrespective of the claims and charges which have been made that the State would give away the power sites, the existing water power law and the proposed lease definitely provided for the retention of ownership by the State of the water power sites in which the State had an interest and provided only for a lease covering a term of years, and permitted private capital to undertake the development and distribution of electrical energy upon payment to the State of a rental charge for the rights and privileges granted under the lease.

(2) This lease provided that there be located on the New York side of the International boundary a power house capable of generating half the power that may be secured from the flow of the river, together with the necessary dams and other structures to obtain control over half the flow of the river.

(3) The term of the license was to be 50 years.

(4) The licensee was required, within 3 years time, to obtain all necessary consents from other governmental agencies to proceed with the work, and the failure to obtain such consents and commence construction within that time, would render null and void the license and all rights of the licensee thereunder.

(5) Once construction had started, the project was to be completed within five years and a bond in amount of \$10,000,000 was to be filed by the licensee as a guarantee to the State that construction would go forward and be completed in accordance with the terms of the license.

(6) To insure the most general distribution practical throughout the State of the current generated, the licensee was required to provide all necessary transmission lines to connect the power plants with systems of distribution. This alone would involve an expenditure estimated at \$100,000,000, which is, in addition to the cost of the complete generating plant, estimated at \$225,000,000.

(7) There was expressly reserved to the State the right to regulate and control the use and distribution of the power generated and the right to fix reasonable rates to be charged under all circumstances for the furnishing of heat, light and power and to regulate the service, capitalization and secured debt.

(8) The development of power under the license would at all times be subject to the control and authority of the Public Service Commission and preference would be given to municipalities in the use of the power generated.

(9) The licensee was required at all times to maintain the plant in good repair and in efficient working order.

(10) The licensee was required to take all necessary steps for the protection of navigation, both present and future, along the St. Lawrence River.

(11) Upon the expiration of the license period, all interest of the licensee in structures, which had been located on State property and forming a part of the completed power project, and in addition all lands, structures, machinery and equipment and other property not owned by the State but owned by the licensee and forming a part of the power project, would revert free and clear to the State of New York. In other words, at the expiration of the license period, the entire plant becomes the property of the People of the State of New York without any expenditure on their part.

(12) There was to be reserved to the State upon the completion of the plant and before it was put into operation, the right to take over the plant at actual cost of construction, as determined by the State, plus 15% allowed to cover expense of retiring bonds and for all other expenses incidental to the complete transfer of the property and the termination of the business connection of the licensee with the project.

(13) At any time after the plant had started operation and extending throughout the entire license period, the State reserved the right to acquire it at actual cost as determined by the State, less the amount set aside for amortization plus 15% on the remaining sum. This constituted a definite right of recapture, which the State could exercise at any time if it was not satisfied with the manner in which the plant was being operated or if the State decided to go into the public utility business. This particular provision of the license was severely criticized, it being charged that the percentage to be paid on the cost was exorbitant. The bonds for financing such a project would be for a term of 50 years. With the provisions for recapture as outlined, it is possible that these bonds would be retired in 5 years and would of necessity carry a call price something over par. The 15% allowance is applied to a constantly decreasing sum represented by the actual cost, less amortization, which at the end of 50 years becomes zero.

(14) In the event the licensee failed to progress and complete the construction of the project in accordance with the terms of the license, or failed to pay the rental charge or to comply with any other terms or conditions of the license, the State reserved the right to take over the plant without giving the five year notice and at a cost not exceeding its actual construction

value with a proper allowance for any improvements made on State property.

(15) For the privileges granted by the license, the licensee was to pay to the State the sum of \$2.25 per horse power per year of plant output. Considering the taxes to be paid to the State, county and local governments, the amount paid into the State Treasury each year as a license fee, and the value of the equity in ownership in the plant which passes to the State each year, the total return after the project was in full operation would be substantially \$5,000,000 per year and in addition over 1,000,000 H.P. would be made available in the State of New York.

It, of course, must be conceded that any tax or license charge paid to a government is added to the price at which power is sold and the argument is advanced that such license charge should be fixed in a small amount and the people should obtain the benefit through a direct reduction in power bills. The people of the entire State and not some particular section are the owners of the rights of development on the St. Lawrence River and the tax-payer living at the extreme end of Long Island or in Rochester has an equal claim of ownership with the taxpayer, who lives on the bank of the river, and should not be penalized through geographical location or be deprived of any benefits which may accrue from the development. It, therefore, seems proper that the cash license fee should be fixed, not in a nominal but in a fair and reasonable sum, and this fee paid in to the State Treasury, where it will be equally distributed among all of the people of the State, irrespective of geographical location.

Such a plan looking toward the development of the St. Lawrence was not carried out because of a political controversy and the applicants, who had signified their willingness to undertake the development under the terms of a license such as I have outlined, withdrew their applications.

THE POWER AUTHORITY PROJECT

Now what is the other plan that has been urged to secure this development? It is the creation by the Legislature of a Power Authority similar in character to the Port of New York Authority. Such Power Authority would construct the dams and power plants and would issue tax exempt securities to finance the undertaking. The credit of the State would not be behind these securities but what would be back of them would be the earning power of the utility created. It has, however, proven necessary for the financing of the projects proposed by the Port of New York Authority to secure from the two States direct appropriations, equalling about 25% of the estimated costs.

The Power Authority does not propose to transmit and distribute current, but simply to construct the plant and provide for the generation of the energy. Transmission and distribution are to be left to private companies under contracts to be made between these private companies and the Power Authority.

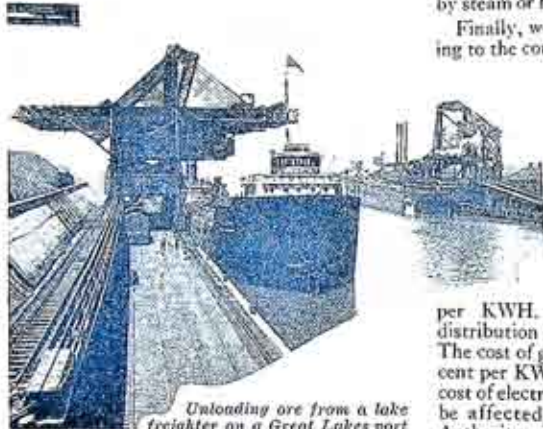
(1) The first advantage pointed out in favor of this plan over leasing is that no private company will be occupying State lands with structures for a long term of years, which might lead to permanent occupancy and eventually ownership by the private company of the power site. I have never been able to persuade myself to



This scene is typical of conditions that prevail on the St. Lawrence River in the winter season.

believe that it would be impossible for lawyers to draw a lease which on its termination would not still leave the ownership of the property on the original owner and not in the tenant.

(2) The next point is the ability under the Power Authority plan to borrow money at a lower rate than would be paid by private financ-



Unloading ore from a lake freighter on a Great Lakes port

ing, thereby reducing the cost of building the plant. On the assumption that the investing public was convinced of the soundness of the undertaking and its ability to earn dividends, tax exempt securities bearing a slightly less interest rate than carried by corporate securities, which are taxed, should find a market. There are, however, several factors to be considered in this connection. These Power Authority bonds must be made attractive for investment by the contracts made in advance of the building of the plant, with the private companies which take the plant output at a fixed price. Such contracts of necessity must be based on the estimated cost of construction of the plant, now fixed at \$225,000,000. In general, the experience on large public undertakings has been, that, when they are fully completed, the cost is usually in excess of that originally estimated. Assume the plant finally costs \$525,000,000 and the income from the contracts was based to yield the necessary return on an investment of only \$225,000,000. What happens to this additional \$100,000,000 and where are the funds coming from to pay the interest, assuming the additional bonds are sold? Furthermore, what happens at the expiration of the contracts with the private transmission and distributing companies? To protect the investment in the plant, it must be operated, and the current distributed and sold and the renewal of these contracts for transmission and distribution must necessarily be made at the figure which the private companies choose to fix.

What other course is left open to the Power Authority? If it attempted to take over all the transmission lines now in existence and the new lines, which must be built to successfully market St. Lawrence current, or to duplicate all these lines, the cost would amount to such a figure that electricity from this source could not be sold at a price to compete with current generated by steam or from other sources.

Finally, we must bear in mind that the saving to the consumer under this plan comes only in the saving to be made in the cost of the generation, as, under the Power Authority plan, the transmission and distribution is left to private companies. Now let us see where that leads us. Under the leasing plan, it is estimated that St. Lawrence current could be delivered and sold to the householder throughout the State of New York at an average cost of 8 cents per KWH. The cost of transmission and distribution is estimated at 7.7 cents per KWH. The cost of generation is estimated at 3/10 of a cent per KWH and this is the only part of the cost of electricity to the consumer that can ever be affected by the functioning of a Power Authority. If by the wildest stretch of the imagination, due to cheap money, no taxes, keeping the cost of construction down to the minimum, and through competent management, the current could be produced for 33% less than it could be produced by the private companies, the price to the average householder would then be 7.9 cents per KWH instead of 8 cents. So, if this were carried out, and on the assumption I have made, which is a most generous one, that Power Authority could produce electricity 33% cheaper than it is produced by the private corporations, we would look for a total reduction in the monthly electric bill of the average householder between 3 and 4 cents.

The question resolves itself into simply this—With the opportunity to make a saving on only such a small fraction of the ultimate cost to the consumer, is it good business and for the best interests of the people to embark on any such undertaking?

We are constantly reminded of the success of government operation in this field in the Province of Ontario. It is true that there the householder, the small user of current, is given a special rate which is lower than controls in this State, but that low rate does not apply to industry. Stand in the middle of the International Bridge at Niagara Falls and what do you see?—On the American side, a thriving industrial community extending throughout the entire length of the Niagara frontier. And on the Canadian side?—A not over busy summer resort.

For the last 12 years, the average price paid for all the current consumed in the City of Buffalo, including house lighting and industry, has

been lower than the price paid in Toronto. All the properties of the public utilities on the American side are taxed and on the other side they are tax exempt.

We are also reminded that the State of New York is already in the power business at Crescent and Vischer Ferry and that it is proving a success. It should be kept in mind, however, that these are two small plants developing only 16,000 horsepower, built as an adjunct to the canal system, and use surplus canal water. To substantiate glowing returns on the investment, the cost of the dams and riparian rights are charged against navigation. Because there happened to be an opportunity to produce 16,000 H.P. in the center of a thriving industrial section and it was possible to charge 3/5 of the total cost to some other activity, it does not follow that government operation is a proven success. It is a far cry from building and operating toll bridges by a Public Authority in the congested metropolitan areas, where a dire need exists for such facilities and where they will be used to capacity on the day they are opened, to the building and operating of a quarter of a billion dollar hydro-electric plant on the St. Lawrence river, an international stream, and providing for a satisfactory distribution of its output among the people of the State.

SOLUTION IS TO USE PRESENT SYSTEM

The problems which present themselves in connection with these waterway and water power questions are of vital interest to every citizen of this State and anyone is entitled to his opinion as to their proper solution. In my judgment, the greatest stimulating influence which at this time could be brought to bear on the canal, would be for the State in no uncertain terms to—

- (1) Reaffirm the policy of continuing the present system,
- (2) To maintain it at the highest state of efficiency,
- (3) To make such changes and betterments designed to promote the best interests of navigation, and
- (4) To give this present waterway a fair chance to prove whether or not it can serve as a dependable, ample and economic waterway connection between the Great Lakes and seaboard.

As to the power development on the St. Lawrence, the objective which must be reached,



if the people are ever to receive any benefit, is to get the job done, and put an end to the academic discussion which has been going on for years as to how it might be accomplished; and it seems to me that consideration may well be given to the plan of leasing the rights to develop the power under the most carefully drawn provisions to protect the people's ownership in the power sites, and let the State be content to control the distribution and the rates at which current is sold, collect the \$5,000,000 yearly return in the form of taxes, license fees and equity in ownership, and stay out of the power business.

These are questions to which engineers, individually and collectively, should give study and attention,—the correct solution means much to the future of this State,—their careful consideration is a duty you owe to yourself and a duty you owe to your profession.

Passengers

“PRESIDENT Crowley, of the New York Central, has expressed the opinion that the failure of passenger travel as a whole, is only temporary. In any case passenger traffic represents only one-quarter of the business of the railroads. Freight traffic is now four times what it was thirty years ago. It has increased fifty per cent since 1914, during the period which has seen most of the nearly twenty million motor vehicles put in use.”

—“Saturday Evening Post.”



Blower Saved Through Remarkable Welding Job

TWO blowers are installed at the West Station Gas Manufacturing Plant to blast the producers that heat the ovens and retorts. One of these blowers is in constant use, the other one acting as a spare, to be used in emergencies.

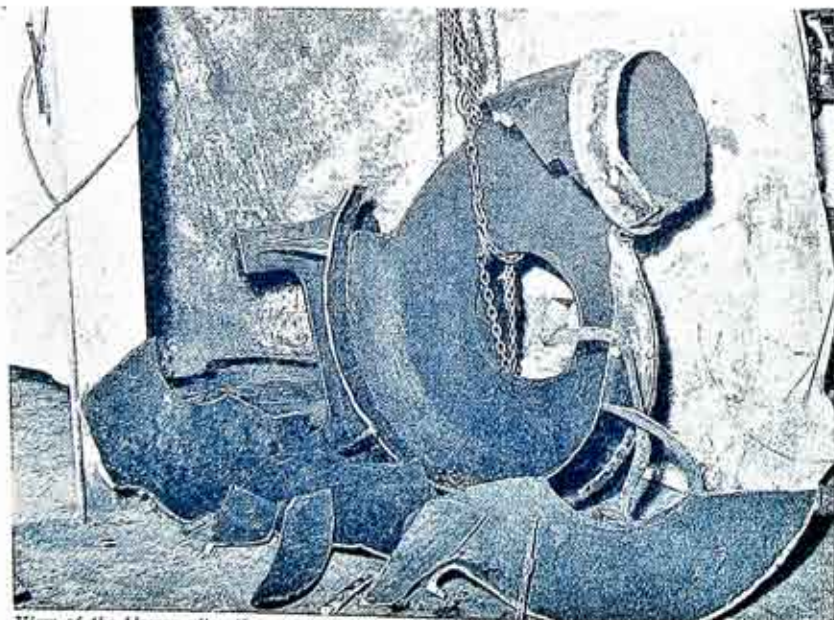
A few weeks ago, one side of the blower in operation was blown literally to bits as a result of an accident in which the gasses collected in the blower and became ignited. This accident made it necessary to fall back upon the spare blower, leaving the plant in a rather precarious condition in the event anything should occur to take the spare blower out of operation.

As it would take some days to obtain a new blower, it was decided to attempt

to weld together the fragments of the wrecked blower, an inspection of it having convinced the General Construction Department that the job, though difficult, might possibly be accomplished.

Mr. George Histed and his experts at East Station, who keep abreast of the progress made in the art of welding, immediately began their strenuous work. And it is to their credit that the blower was back in service again after having been out of operation for but two and one-half days.

Mr. Beebe, Superintendent of Gas Manufacture, is enthusiastic in his praise of the skill and dispatch shown by the General Construction Department in this particular emergency and says that this job stands out as a defi-



View of the blower after the explosion. This indicates the strenuous task the welders were confronted with in repairing it.



The blower set in position, ready for welding. The chalk marks indicate the breaks.

nite example of the value of the welding art. As it may influence others interested in the possibilities of welding to attempt to salvage equipment which seems damaged beyond repair, we show herewith photographic reproductions of the blower in question, before and after it had been welded back to usefulness. We also narrate some of the facts and incidents connected with its eventual restoration.

MR. GEORGE HISTED TELLS HOW IT WAS DONE

The art or science of welding includes both the oxygen, acetylene and electric arc processes, but we will here consider only the latter one as this particular job was accomplished by this method.

Although the art of welding is not new, and although certain processes in it have become more or less standardized, the industry as a whole is still considered to be in its infancy. Its utilization has invaded practically all branches of industry and is increasing in scope by leaps and bounds, with no apparent limit to its future possibilities.

The welding of the cast iron case of this blower presented greater obstacles than if the blower had been constructed of steel, because of the high fusion point of the metal. The job was the more difficult of satisfactory accomplishment because of the great strength which such a blower must possess.

The explosion of a mixture of gas in the blower shattered one entire side of the blower casing into numerous pieces, the other side being seriously cracked, all of which is distinctly indicated by the illustrations shown herewith. And much depended upon the success of this welding operation inasmuch as the manufacturers of this blower do not carry them in stock.

At the outset, the edges of the various pieces were bevelled and assembled in their respective places and one by one they were joined together by the spot welding operation. Then, the grooves or cracks were filled in by means of the electric arc process of welding, great care being taken not to cause excessive expansion or contraction in the parent metal by the ab-



A corner of the blower that required patience and skill in the repairing process.

sorption of heat which would have caused more breaks in the casing.

In this unusual welding operation, various obstacles were continually encountered and successfully overcome by the operators, each section of the entire work having its own problems. A study of the photographic reproductions will show the various pieces which had to be assembled and indicate the lineal feet of welding which had to be done.

The actual time consumed in repairing this blower was sixty-two hours, and twenty-five pounds of welding rod was used. The welding was done under the supervision of Mr. William White, Superintendent of the East Station, and Mr. E. W. Mitchell, both of whom are expert in the welding art through their ample past experience and their enthusiastic study of the progress being continually made in the application of this science to the problems of industry.

The blower was placed back in service immediately upon being repaired and was in operation some time before the new one, which was ordered right after the accident occurred, arrived at West Station. The job was accomplished at a cost of three hundred dollars less than the amount required to obtain a new casing and its success lends confidence to the possibilities of welding in restoring important items of equipment to almost immediate service, especially in emergencies.

Company Men Honored

At the recent election of officers of the Rochester Engineering Society, which was conducted by letter, Mr. William A. Schell was elected to the office of Secretary, and Mr. E. L. Wilder to that of First Vice President.

Mr. Walter S. Burch, who is superseded as President of the Society by Mr. Arthur Soderholm, of the New York State Railways, automatically becomes a member of the Board of Governors. This practice of making

senior Past Presidents eligible to the Board of Governors is an excellent provision, because it gives to the Society the constructive benefit of the past experience of men who have piloted it through at least a year of activity and have therefore become familiar with many of the problems likely to be encountered.

Mr. Schell, as an Associate Editor, for the past three years, of the *Rochester Engineer*, the publication of the Society, has served faithfully and well. His election to a higher appointment is therefore deserved. His reputation for thoroughness in everything he attempts will make him especially valuable to the Society as its Secretary.

Mr. Wilder's familiarity with engineering activities and his connection or association with numerous other engineering and technical bodies will assist him in becoming an asset to the Society as First Vice President.

Altogether, it looks as if Mr. Agavevine, the Society's Executive Secretary, will receive excellent backing during the ensuing year.

Mr. Cadle Announces New Appointments

UNDER the date of June 4th, General Manager Cadle announced the following appointments, which were approved by Vice President Russell:

Mr. Franklin Howes, formerly Chief Engineer, becomes Consulting Engineer; Mr. Edgar R. Crofts, formerly Purchasing Agent and Superintendent of the General Construction Department, becomes Chief Engineer, with direct charge of the Engineering and Construction Departments; Mr. Ormrod Titus, who has for some years been Mr. Croft's assistant in the Purchasing Department, assumes the full duties of Purchasing Agent, and Mr. George B. Histed, who has been Assistant Superintendent of the General Construction Department, was made that department's Superintendent.

Balls and Strikes at Searle Park



THE Company Baseball League is well under way, and the end of the first round of the schedule finds two teams nestled in first place, with but a scant margin separating them. The Electric Meter and the Electric Distribution departments are tied for first honors with three victories and one defeat each, while the Main Office is pressing them closely, with two victories and one defeat. The Meter Readers lost two close games and are well settled in fourth place, while the Gas Distribution and Transportation Teams follow in fifth and sixth respectively.

The games are marked with much interest and enthusiasm and the season promises to be the most successful the Company has had. With the exception of one week, good weather has favored the teams and there are but few postponed games to be played off in the second round. The teams are all well supported with a surplus of players and a large number of spectators make the games "hot" with enthusiasm and "kidding."

A forty-five game schedule has been planned by the Schedule Committee, this year, which will bring the season to a close during the week of August 15, providing three games a week are played. All games are being played at the Blossom Road Holder.

A large silver cup is to be the award to the winner of the league championship. It is presented to the League by the Rochester Sporting Goods Company. This is the first time that such an award has been made and the teams are all fighting to be the one to "cop" it.

Mr. A. C. Rissberger is again President of the League; Mr. Roy Briggs is treasurer; and Mr. Alfred Doud is secretary. The captains of the various

teams are: Electric Meter, Edward Miller; Electric Distribution, Carl Kiefer; Main Office, Arthur Underwood; Meter Readers, John Culliton; Gas Distribution, Frank Jennejohn; Transportation, James Casey.

Following is the standing of the teams to June 11, 1927:

	WON	LOST	PERCENT
Electric Meter	3	1	750
Electric Distribution	3	1	750
Main Office	2	1	667
Meter Readers	2	2	500
Gas Distribution	1	3	250
Transportation	0	3	000

SCHEDULE OF REMAINING GAMES

Games are played Tuesday, Wednesday and Friday of each week at 6:00 P.M.

June 28	Transportation vs. Electric Dist.
June 29	Electric Meter vs. Office
July 1	Meter Readers vs. Gas Dist.
July 5	Electric Meter vs. Transportation
July 6	Gas Dist. vs. Office
July 8	Electric Dist. vs. Meter Readers
July 12	Transportation vs. Gas Dist.
July 13	Electric Meter vs. Electric Dist.
July 15	Meter Readers vs. Office
July 19	Office vs. Transportation
July 20	Electric Dist. vs. Gas Dist.
July 22	Electric Meter vs. Meter Readers
July 26	Electric Meter vs. Gas Dist.
July 27	Office vs. Electric Dist.
July 29	Meter Readers vs. Transportation
Aug. 2	Electric Meter vs. Office
Aug. 3	Transportation vs. Electric Dist.
Aug. 5	Gas Dist. vs. Meter Readers
Aug. 9	Gas Dist. vs. Office
Aug. 10	Electric Meter vs. Transportation
Aug. 12	Meter Readers vs. Electric Dist.
Aug. 16	Transportation vs. Gas Dist.
Aug. 17	Electric Meter vs. Electric Dist.
Aug. 19	Office vs. Meter Readers

The standings of the teams and the latest scores will be posted on the various bulletin boards of the Company every two weeks.

The Pfaudler Company Brings Out A New Heating Coil

THE Pfaudler Company recently put on the market a new type of heating coil which has many possibilities in a large field of application. It is being used now with great success in the canning industry and will naturally become popular in numerous others.

Its local use by the Curtis Canning Company, of Rochester, as well as the excellent results it is giving in out-of-town canning industries, shows that it has numerous advantages over heating coils heretofore generally used in this industry.

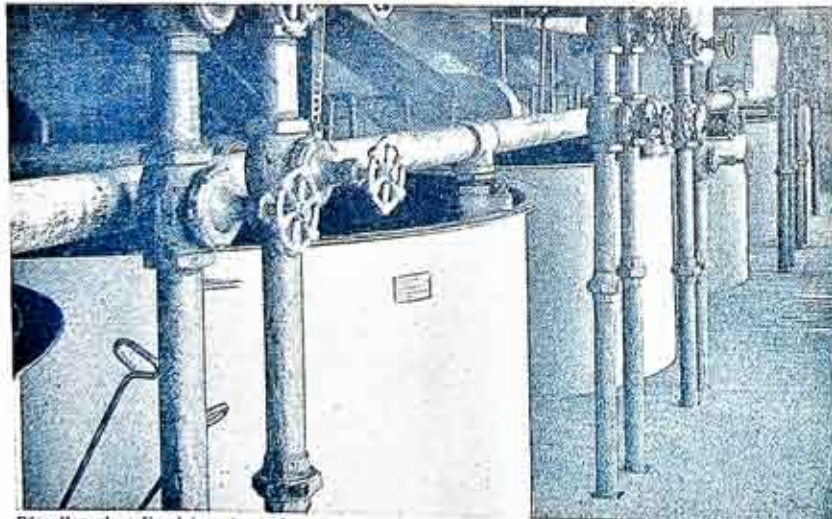
Naturally, adequate cooking of food-stuffs to be canned is an essential function of the canning process. The raw materials may be adequately graded, cleansed and, where required, crushed—as in the process of preparing tomato paste—but unless adequate cooking

is accomplished the resultant product will lose much of its tastiness, food value and the attraction which color lends.

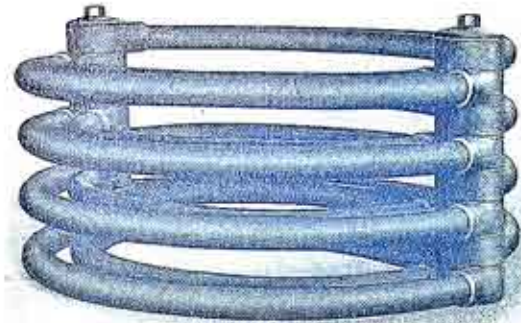
Heretofore, there has been no little problem involved in this heating process. Coils in general use would develop "hot points;" the consistently even cooking of the product would be impossible and both the efficiency and the costs of the canning operation would be far from satisfactory.

The new Pfaudler coil, however, overcomes most of the usual problems involved in this connection. Together with the famed Pfaudler heating tanks it comprises a unit of great utility and economic value to canners.

The Pfaudler coil, which is shown in accompanying illustrations, is installed in cooking or heating tanks and utilizes steam in the heating process. Its efficiency permits the cooking op-



Pfaudler glass lined tomato cookers installed at the Atlantic and Pacific Products Co., Brockport, N. Y., for the manufacture of ketchup, puree, and chili sauce.



Completely assembled Pfaudler cooking coil.

eration to be done quicker and with much more satisfaction, less steam and much less supervision. The fact that it may be easily dismantled is also an added feature.

The detachability of the loops of Pfaudler coil is a decided asset, as well as the item of a single inlet and a single outlet for the steam used. Each loop of the coil is separate and distinct in itself and its detachment from the main coil is easily accomplished without holding up the operation of the unit as a whole.

This flexible arrangement makes it possible to make repairs on individual loops or to adjust the amount of heat required, with dispatch. As the heat demand is in direct proportion to the number of loops of the coil, this represents an unusual economy.

Steam enters the Pfaudler coil at the single inlet and passes immediately

to all parts of the coil, after which it passes through a single trap at the bottom of the coil, thence through the single outlet. This simple arrangement overcomes steam concentration at any point in the coil and accomplishes the even cooking to which we have already referred. The concentration of steam at the coil outlet in other coils generally used has

for some time been one of the problems of canners. The single valve control in the Pfaudler coil greatly reduces the attention formerly required in cooking canned products.

Comparative tests made recently, demonstrate that the new Pfaudler coil is 83% efficient as compared with respective efficiencies of 51% and 35% which a competitive coil and a copper kettle were capable of attaining. Mechanical efficiency represents the ratio between the amount of steam required to evaporate a given amount of water and the amount of the water itself.

This new Pfaudler product, therefore, effects benefits which are of value both to the canner and to the consumer. Its use results in a better and more attractive product; a saving in steam required; a substantial decrease in time and supervision required in cooking; an elimination of problems of



A disassembled Pfaudler coil. This cooking coil can be built up with additional sections to meet the demand of the cooking operation.

control and a simplification of the entire process of cooking.

The Pfaunder coil has a broad application to many other cooking or heating operations in industry. Its pleasing success in the canning industry will therefore serve to introduce it into varied other fields where its advantages over other coils will be welcomed and appreciated.

Note on Employees' Rate

Mr. E. C. Scobell, General Auditor, recently made the following announcement for the benefit of employees who have changed their addresses but have not made their proper notification to the Pay Roll Department.

"Employees entitled to and having in effect the gas and electric employee's rate, who subsequently move to a new location, are required to fill out a rate card, form No. 113, for the new address. Otherwise the rate automatically stops when they leave their old address, upon discontinuance of service at that point, and is only reinstated at the new address upon receipt in the Pay Roll Department of a properly filled out rate card. Change of Address cards, form No. 38, should also be made out in each case and sent to the Employment Department."

Compliance with these instructions will save expense and inconvenience to both employees concerned and the Company, and will also insure the regular monthly arrival of Gas and Electric News at the homes of all employees.

Delegates to the N.E.L.A. Convention

THE Company was well represented at the annual convention of the National Electric Light Association at Atlantic City from June sixth to June the tenth, with twenty-two of the Company present. Mr. Charles Cadle, General Manager, headed the delegation, and was accompanied by the following: Messrs. Thomas Yawger, Roger De Wolf, C. A. Woodruff, A. S. MacDowell, Sidney Alling, C. W. Miller, W. J. Consler, G. B. Swarthout, T. H. Christie, F. C. Taylor, John F. Clark, E. R. Warren, Walter J. McKie, J. P. MacSweeney, J. T. Thaney, E. C. Scobell, Norman Prince Gordon Ross, Gordon McClarty, and Norman Crowley.

Miss Edna Crocker, while attending the Edison Lamp Works Lighting Institute, brought glory upon herself and the Company by her good work in the examination given for the work covered, Miss Crocker acquired a mark of 87, which was just five points less than the highest mark received for the examination.

At least one concrete example has come to the attention of the Home Service Department to prove that it does accomplish something and that it has great possibilities. During the first few days of its service, a bride came in, purely through her neighbors' urging, who was entirely indifferent toward any culinary duties. Nevertheless she was persuaded to take instructions, and it was reported but a few weeks ago that she entertained at a formal luncheon party, serving the dishes she learned to make from the Home Service Department.

In dealing with our customers we must be—

Friendly, not familiar.
Genial, not frivolous.
Sympathetic, not sentimental.
Calm, not cold.

—Selected.

LATER YEARS
BRING HAPPINESS

--TO THOSE WHO
HAVE PLAYED SAFE



Drawing Courtesy Utica Mutual Insurance Co.

Much of the golden happiness of mature years depends upon the efficiency and intelligence with which we have been able to combat the ravages of sickness and accidents.

Play Square with Safety

GAS AND ELECTRIC NEWS

ROCHESTER GAS AND ELECTRIC CORPORATION
89 East Avenue, Rochester, N. Y.

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Public Relations Department

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VOL. 14 JUNE, 1927 No. 12

Shifting Gears

EVERY time a trolley car stops, two hundred horsepower of electrical energy is required to again get it in motion, it is stated. And we all know what stopping and starting do to the maintenance and operating costs of motoring. Your car may not average more than twelve miles per gallon of gasoline in traffic, when on the open road it may easily be capable of from eighteen to twenty.

Human beings operate in much the same fashion. For instance, give a business person a quiet office, let a stenographer or secretary side track all telephone communications and personal or business callers and that person will accomplish much in two or three hours of steady plugging. Working under such conditions is like motoring through the country, on the open road.

But most business persons cannot carry on their routine activities under such delightful conditions. They are required to personally meet those

who have business with them; they must answer a large number of telephone calls daily and generally they are subject to the usual run of unnecessary interruptions that take up much time.

The intermittent transition from some job we are attempting to accomplish, to any one or more of the above mentioned interruptions, is like slowing down in traffic. We must shift our mental gears. And when we again resume our task, we have to expend no little energy, just as the trolley car does, in stopping and starting, before we are again under motion, intellectually.

Without doubt, it is perplexing to be interrupted when at work. It is a nervous strain to see the hours pass by and realize that much of our time must be classified under the head of necessary interruptions in line of duty.

Many of our interruptions are pleasant ones; others are trying. But we may learn, by proper shifting, to cut them down to a reasonable minimum. While the gears of an automobile are of steel, and run in oil, the human shifting mechanism is dependent upon a sense of proportion, good judgment, tact, diplomacy and fellowship.

Slowing down in vehicular traffic, through the medium of gear shifting, is absolutely necessary. Just so, many of our business interruptions have an element of necessity, for each of us is a cog in the Company's machine of service; we must synchronize with many other such cogs or there would be a clashing of gears.

And so we have to learn how to make the most of the none too numerous stretches of "open road" that each day are sprinkled throughout our working periods. Like good motorists, we must not permit ourselves to shift gears more often than is reasonably necessary. To do so, industrially speaking, cuts down our average performance and exacts its tribute in needless consumption of human energy.

Poker Faces



ALMOST everyone knows what is meant by the appellation, "poker face;" that it implies an ability to mask one's thoughts and feelings and to use this subterfuge for the purpose of furthering one's deep-seated campaign toward a certain, specific end.

Some persons are born with poker faces, and have no difficulty in involuntarily covering up their impulses. Others acquire more or less facility in facial simulating, but do so at the expense of much nervous energy. A third classification, however, finds it difficult, indeed, to put over the slightest deception. Their faces are "open books."

While a poker face is an asset at cards, there are times when it comprises a real disadvantage, and this is doubtless true of every other type of face. No one wants to be confronted by inflexible poker faces continuously. Neither does the world expect always to see us smiling, or perfectly poised.

We all have to learn to balance our expressions to conform to the business at hand. And while there are numerous positions that require a preponderance of the sterner, more dignified demeanor, there are others that call for an ability to flash, spontaneously and with sincerity, an almost endless barrage of amiability, through the medium of smiles.

We once heard of a young man who lost a promotion to a more important berth in a large organization, chiefly because he was not serious enough. He was well qualified in every other respect, but that particular job required some facility as a poker face artist. There are jobs like that.

But in public service work, there is plenty of room for smiling faces. Quite generally, they are an asset and it is especially advantageous if they spring from an inherent desire to please and to serve.

Pulling Strings



BUSINESS man told us recently about an incident that impressed him greatly. It is one of those every-day trifles that sometimes preach to us.

He was in a hurry to wrap up a Christmas package to send by express, and it was finally prepared with the exception of tying with cord, which he discovered could not be found in his office.

He went to the basement, where he found a nondescript ball of cord of all sizes, tangled hopelessly, it appeared. But he saw some ends that promised to suffice and therefore pulled away at a few of them, hoping to disentangle a piece. But he succeeded only in adding more chaos to the ball.

Next, he discovered that he had no knife with which to cut off one fairly good length that terminated in the conglomerate mass. So he got two rough stones and began laboriously to grind the cord in two.

Eventually, he got the coveted cord. And after all was said and done he gave the terminal end a little pull, perhaps to gratify some subconscious whim, and found that this particular cord had been absolutely free all the time.

Perhaps this teaches the advisability of leaving no stone unturned, no string unpulled in attempting to accomplish our worthy aims. Success is often only inches away from us if we but knew it. Just one additional pull or push and we may get what we are after without unnecessary "grinding."

Many of our daily problems seem as tangled and as resisting as the mass of cord we have mentioned. But often there is a loose end or two waiting to serve us in accomplishing our purpose and we ought not to give in too easily to what seems like a hopeless mass of opposition.



New Business			
Net Increase in Consumers in Year			
Ending April 30, 1927			
	Apr. 30, 1927	1926	Incr.
Gas.....	98,502	95,189	3,313
Electric.....	92,319	83,532	8,787
Steam.....	268	198	70

Total..... 191,089 178,919 12,170

Statement of Consumers by Departments as of April 30th

Apr. 30	Gas	Elec.	Steam	Total	Incr.
1921....	80846	35985	84	116915	4605
1922....	81937	42591	104	124632	7717
1923....	84385	51836	117	136338	11706
1924....	87787	62950	110	150847	14509
1925....	90969	73544	144	164657	13810
1926....	95189	83532	198	178919	14262
1927....	98502	92319	268	191089	12170
Incr. in 10 years	22410	66129	219	88758	88758

Net Increase in Consumers by Months			
	1925	1926	1927
Incr. in January.....	300	652	357
Incr. in February.....	441	733	512
Incr. in March.....	920	729	612
Incr. in April.....	1438	1083	1271
Incr. in May.....	1358	1166	
Incr. in June.....	1276	1144	
Incr. in July.....	1228	1021	

Stock Sales for May, 1927		
	Sub.	Shares
Total to June 1, 1927.....	9426	132836

Miscellaneous Data			
	Apr. 30, 1927	1926	Incr.
Miles of Gas Mains.....	655	616	39
Miles of Overhead Line.....	3748	3565	183
Miles of Underground Cable.....	2204	1963	241
Miles of Subway Duct.....	1619	1362	257
No. of Street Arc Lamps.....	1061	1003	58

	Mo. of April 1927	April 1926	Increase
Amount Payroll.....	\$340,198.26	\$305,678.84	\$34,519.42
K.W.H. Generated—Steam.....	4,060,259	2,232,132	1,828,127
K.W.H. Generated—Hydro.....	18,126,640	20,217,200	*2,090,560
K.W.H. Purchased.....	5,518,260	3,569,828	1,948,432
M. cu. ft. Coal Gas Made.....	306,557	275,881	30,676
M. cu. ft. Water Gas Made.....	86,254	132,105	*45,851
Tons Steam Coal Used.....	12,492	11,210	1,282
Tons Gas Coal Used.....	27,357	26,328	1,029
Gallons Gas Oil Used.....	146,952	377,773	*230,821
Tons Coke Made.....	19,554	17,907	1,647
Gallons Bargas Made.....	76,700	72,561	4,139

*Denotes Decrease

*Electrical Refrigeration Data as of June 1, 1927

Horse-power in electric refrigeration on lines up to March 1, 1927

No. of Street Mazda Lamps	16388	14384	2004
Total No. of Street Lamps	17449	15387	2062
No. of Employees.....	2293	2152	141

E. B. A. for May, 1927	
Balance 1st of Month.....	\$8,680.31
Dues—Members.....	1,475.46
Dues—Company.....	1,475.46
Fees—Members.....	44.00
Fees—Company.....	44.00
Assmt. No. 84—Members.....	.25
Assmt. No. 91—Members.....	.50
Assmt. No. 94—Members.....	2.00
Assmt. No. 91—Company.....	.50
Assmt. No. 94—Company.....	2.00
Int. on Bk. Bal. and Investments.....	42.50
Members' Add. Life Insurance.....	4.10
Misc. Revenue.....	10.00
Total Receipts.....	3,100.77

Total Receipts plus Balance..... \$11,781.08

Disbursements	
Sick Benefits.....	\$1,541.31
Accident Off Duty Benefits.....	49.27
Accident On Duty Benefits.....	108.12
Group Life Insurance.....	10.68
Medical Examiner's Expense.....	13.50
Member's Add. Life Insurance.....	4.10
Nurse \$125.84 E.B.A. Fee deducted in error \$2.00; 7 Shares Preferred Stock Series C, \$707.60.....	835.44
Total Payments.....	2,562.42
Balance on Hand.....	\$9,218.66

Membership		
	Date	No.
Members April 30, 1927.....		1771
Affiliated May, 1927.....		69
Terminated May, 1927.....		16
Loss or Gain.....		53
Membership May 31, 1927.....		1824



Three Large Industries in Rochester Require Additional Electricity

The Ritter Dental Manufacturing Company has recently completed a foundry for the manufacture of aluminum and brass castings, which will require an increased service of about 25 K.W. It has also added 40 H.P. of electrically driven machinery to its main plant.

Work is rapidly progressing at the General Railway Signal Company on the change from the D.C. motors to the 440 volt, 60 cys. A.C. motors and it is expected that it will be completed by September. The large A.C. distributing switchboard which is being installed in this conjunction is noteworthy for its arrangement and equipment. The Company is constructing a substation to control the duplicate 11,000 volt line near the plant, which contains the transformer which will step the 11,000 volts down to 450 volts. The General Railway Signal Company expects to build in the near future another engineering and office building, which will, incidentally, contain a modern cafeteria.

Paper expansion and shrinkage at the Stecher Lithographing Company, it is hoped, will be eliminated by electric refrigeration, which is now being installed. This will utilize two 125 H.P. synchronous motors.

John Petrossi Company will use a 30 K.W. motor in the new sandpit at Blossom and Landing Roads.

Mr. Bert Yoemans, Industrial Sales Department, has just completed a layout for a kitchen and cafeteria at the Rochester Packing Company.

The Irondequoit Congregational Church, Christ Lutheran Church, and Irondequoit Presbyterian Church have each purchased two sections Garland hotel range, steam tables, coffee urns, and bake ovens together with necessary ventilating equipment.

St. Ann's Home, Lake Avenue, has replaced its coal ranges with two sections Garland hotel range, one 25 gallon aluminum stock kettle, one 5 bushel vegetable steamer and one Vulcan bake oven.

The Western New York Deaf Mute Institute has recently installed a ninety-six loaf Vulcan bake oven.

The Rochester Pork Products Company has purchased a 40 gallon furnace tank with thermostatic control for the cooking of sausages.

The Knights of Columbus Building on Chestnut Street, when completed, will require approximately three hundred K.W. of electric service, and will also be heated by the Company's Lawn Street steam plant. The Turner Construction Company has the contract for this work.

Excavation work for the new Keith-Albee Theatre has been started at Mortimer and North Clinton Street. It is proposed to supply this theatre with A.C. service of 450 KVA. It will also have a small D.C. motor for emergency use.

Intensive Campaign on Electric Washers

BETWEEN March 15 and May 15, the Domestic Sales Department conducted a sales campaign on Gainaday and Whirl-dry electric washers which was a decided success, not only from a sales viewpoint, but from many other angles as well.

The rules under which this contest was run, provided that: a total of 150 washers must be sold during the period or the plan of awards would not be effective; Salesmen were required to pay \$2.50 as their share on each Pease clothes tree (regular retail value, \$10.00) given with every Gainaday or Whirl-dry washer sold by him, this amount to be deducted from his commission; all cash sales to be considered as equivalent to a \$15.00 down payment during the contest.

THE PRIZES

The prizes offered by Mr. MacSweeney in the contest were as follows:

First Prize: \$50.00 to the salesman having the largest number of sales.

Second Prize: \$35.00 to the salesman having the second largest number of sales.

Third Prize: \$20.00 to the salesman having the third largest number of sales.

As an additional special award, \$25.00 was to be given to the salesman who had the highest down payment average. And in order to secure this award, the salesman had to sell a minimum of 20 machines at an average down payment of not less than \$12.00.

The factor of good-natured competition entering into this campaign, together with the attractive cash awards put each of the six salesmen in the contest on his "toes." It is one thing to sell a washer on extremely easy terms, and quite another to secure good sized down payments, but

the results showed that enthusiastic effort is not without its rewards, and the Company as well as the salesmen benefited through the accelerated sales and the many constructive contacts which were made with customers.

The salesmen measured up to the standards of salesmanship which Mr. MacSweeney and Mr. Taillie had set for them in this contest, by disposing of 157 Gainaday and Whirl-dry Washers during the campaign. And Mr. J. Loux earned the special prize of \$25.00, by maintaining throughout the sales period an average down payment on his sales of \$21.00.

Messrs. Crecely, Loux and Babcock respectively, were winners of first, second and third prizes and the following tabulation shows the number of machines sold by each of the six contestants:

NAME	WASHERS SOLD
Mr. A. Crecely	37
Mr. J. Loux	35
Mr. D. Babcock	31
Mr. F. Redshaw	23
Mr. A. Male	20
Mr. W. Dean	11

It is not the easiest thing in the world to sell washers to the woman of the house. Of course, it is necessary to demonstrate the machine to her, and to let her satisfy herself that it is just what she has been looking for—and, generally, she has looked a plenty. She knows what a good electric washer ought to do, and whether the clothes that she carefully inspects after the demonstration are up to the highest standards of cleanliness. Altogether, getting the home-maker's name signed on the dotted line is not a mere formality; it requires real work, as well as good salesmanship.

The high average down payments obtained by Mr. Loux, demonstrates the fact that salesmen often may in-

crease this item. Many persons buying such equipment are able and willing to pay more down than the customary five dollars, which is really the amount dictated by competition in the field. Higher down payments, make the buyer feel a greater amount of pride in her new washer, because she has more of her cash in it from the very start. They tend, also, to cut down the number of reversions, and reduce the amount of bookkeeping and clerical work incident to selling.

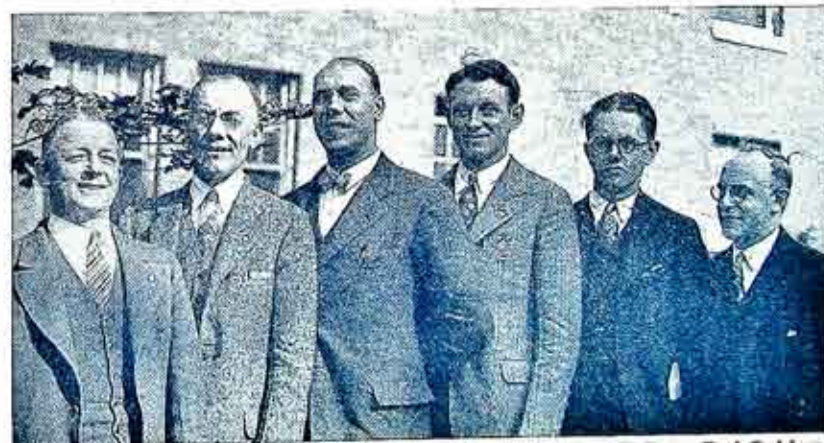
Mr. MacSweeney stated that more washers were sold during the campaign than ever had been sold before in the same comparative length of time. He was so well pleased with the success of this campaign that he has inaugurated another one, also in connection with washer sales, in which the contestants will vie for cash prizes and four-day trips, with all expenses paid, to the plants where the washers are manufactured.

The six men who competed in the first contest are all enthusiastic over their reception in the homes of Company customers. While they succeeded in selling a large number of washers, they also obtained as prospects many persons whom they may "close" during the contest now running.

The competing salesmen are supervised in their work by the Company's Supervisor of Washers, Mr. William Dean.

In commenting upon the many constructive things which a sales campaign teaches, one of the salesmen brought out the following items which are worthy of mention. He said: "During the campaign I found that everyone appreciated the gift of the Pease clothes tree, given jointly by the Company and the salesmen. I received numerous invitations to stay to dinner or supper and surely had some good meals. A factor in our good showing was the co-operation we received both from the Company and the factory men."

Continuing, this salesman said: "I was pleased to discover that many of the persons I sold remembered the Company's washer exhibit at the last Exposition. I think that it was a great help to us. The advertising which the Company did for our benefit during the campaign, also helped a great deal. And the good work of the Transportation Department in speeding deliveries of machines to be demonstrated made it easier for us to eventually sell them."



The competing salesmen, left to right: Messrs. Arthur Male, William F. Dean, Fred Redshaw, Arthur Crecely, David E. Babcock and John Loux.

The Evolution of the Company Book Club

FRANCES M. CAMERON

DURING June 1926, a group of young ladies, who were frequent patrons of the Library, correlated their recreational tendencies toward the literary world. Each member of the Book Club purchased a book of recent publication and contributed it to the Book Club Library. Through the summer vacation the members were afforded the privilege of reading up-to-date material, while resting along the lake or mountain stream.

As the fall months approached, the bend toward fellowship among the employees was apparent. Social and educational life was made possible by our monthly club luncheon meetings in the Home Service Department. Some members acted as chairmen of the meetings while others contributed book reviews on various books in the Club Library. On one occasion, Mrs. Rawlings, a writer for the Times-Union, read some of her poems. At another time, Mr. Edward Roeser, of the Industrial Sales Dept. read some very humorous poems by William Henry Drummond. On Feb. 25th Mr. Frederick Fisher, Director of Public Relations, reviewed "Niagara in Politics" by Mavor, in such an interesting manner as to provoke some lively discussion relative to Hydro-Electric policies.

The Club was growing so rapidly that officers were needed to carry on the affairs of the Club. We now have a very efficient executive council headed by Miss May Crowley, President. Due to the untiring efforts of Mrs. Emma Wage, Membership Chairman, we now have an enrollment of thirty-seven members representing fifteen different departments.

We not only are exchanging our own books which are purchased after much thought and care, but are building a permanent library consisting of the Book-of-the-Month Club selections, with such works as "The Heart of Emerson's Journals"—Perry, "Napoleon"—Lugwid, "The Revolt of the Desert"—Lawrence, "The Minister's Daughter"—Dixelius, "Marching on"—Boyd, and "Giants in the Earth"—Rolvag. Two other permanent additions are "The Complete Poems of James Stevens" donated by Miss Katherine Shattuck, and "The Cathedral"—Walpole, purchased with money received from overdue books. The Club has also purchased and placed on the table in the Library "The Saturday Review of Literature."

Review of "Marching On"

JEANNETTE HULL

The book for the month of May is "Marching On" by Mr. James Boyd. Just as his first book, "Drums," centered about the Revolutionary War, so "Marching On" deals with the Civil War. The opening scene is laid in one of the Carolinas in a small backwoods community. It is a dreary, dismal story, but nevertheless it does not tire one because of its very realism. It is a true picture of the times and one can not put it down without a feeling of deep disgust at the utter futility of war. If war were always painted as honestly as in this stirring book, the youth of our land would not be so eager for it.

The lovely thread of romance which winds its way through the book adds a touch of rare beauty. It has a vein of humor which helps to hold one's interest. Altogether it is an enjoyable and well worth-while novel.

The United Gas Improvement Company Endows Walton Clark Medal



FUND has been generously donated by the United Gas Improvement Company of Philadelphia for the establishment of a

medal to be known as "The Walton Clark Medal." This gold medal will be presented yearly to some person who shall be designated by the Board of Directors of the Franklin Institute as having made the greatest contribution in original and notable work in the gas industry.

The deed of this fine gift of the United Improvement Company is broad enough to include as qualifying material for earning this medal, any invention, appliance or process covering the full scope of the gas industry.

This presents a broad scope for the initiative, resourcefulness, and application of the best minds in the gas industry toward the development of more efficient processes, greater economies and therefore enhanced services.

To such persons the Walton Clark Medal will be an incentive toward noteworthy accomplishment. Its yearly designation by the Committee on Sciences and the Arts of The Franklin Institute will comprise a distinct honor.

The Franklin Institute presented to Dr. Clark himself, the first Walton Clark Medal, in consideration of his life work in the American gas industry

and his distinguished and outstanding contributions to its technical progress.

Dr. Clark was for thirty-five years an officer of the United Gas Improvement Company, eventually becoming Vice-President, and for seventeen years he was President of The Franklin Institute. Among other attainments, he was a pioneer in the association of chemical and physical laboratories with the development work of the gas companies; he participated through interest, suggestion and advice in the development of a process for the complete gassification of coal; in the development of processes for the operation



DR. WALTON CLARK

of water-gas sets, and in the institution of beneficial modifications of water-gas apparatus; he contributed numerous articles to the technical press, and aided greatly in the educational progress and the all-around development of the men who were fortunate enough to be associated with him.

Dr. Walton Clark is a former President of the American Gas Light Association, and of the American Gas Institute and has served as President and director of various companies engaged in public utility work. He has been a member of the board of trustees of several educational institutions and active in organizing a free correspondence school for gas plant employees.

OBITUARY



WITH the utmost regret we announce the following deaths. To the bereaved families we extend the deep sympathy of the officers and employees of the Company:

Fred Moore Bradfield, the brother of Miss Laura L. Bradfield, died recently at the family home, 42 Edgeland Avenue. Besides his sister, the deceased is survived by his parents, Alfred F. and Nellie Moore Bradfield, and a brother, Mr. Charles A. Bradfield, of New York. A military funeral service was conducted at the home, on Tuesday afternoon, June 14th, and interment was made at Mount Hope Cemetery.

Mr. Otto Bruns, of 274 Avenue B, father of Miss Marie Bruns, died on Tuesday, May 24, at his home. Burial was made at Mt. Hope Cemetery Friday, May 27.

PERSONALS



Miss Rose E. Jensen and Mr. Herman Fichtner were married on June 2nd at Brick Presbyterian Church by Reverend Gerard B. F. Hallock, D.D. After an extended trip through the Adirondacks, Mr. and Mrs. Fichtner will return and live in Rochester. Pre-nuptial events included showers by Miss Grace Johnstone, Mrs. Lawrence Jensen, and the Misses Mildred and Catherine Fichtner.

With Memorial Day falling on Monday, an extended week-end was afforded to all, and many Company employees took advantage of the short

"vacation" by taking motor trips, visiting the lakes, or just vacationing at home. Mr. James Fassanella and three of his sons spent the few days at Conesus Lake at "Fisher's Fancy," a cottage on the east side of the lake, enjoying boating and fishing. It was a trifle chilly for bathing, but Mr. Fassanella promised his sons that the next time he visits the lake he will be able to demonstrate a few of his aquatic "stunts."

Splendid weather has contributed greatly to the success of week-end vacations, and Mr. Frank Benedetto recently took an opportunity to make a hurried but enjoyable trip to Utica and the Adirondacks. Frank has driven enough to know the advantages of night-driving at a time when traffic is so heavy in the daytime, and "hopped-off" at midnight on Saturday and motored to Utica, where he visited relatives. From there, again taking advantage of the veil of night, he drove up into the Fourth Lake region, returning home on Monday morning.

Conesus Lake seems to be the favorite resort for a number of Company employees. Miss Letha Van Gelder, Miss Marie Meaney, Miss Marion Rossney, Mr. Ray Clark and Mr. Francis Green, all visited this lake for the week-end recently, all, however, in different groups, but strangely enough located closely together, near Long Point on the west side of the lake. A number of different pursuits were fol-



"Bathing" in the sun is a popular sport in Bermuda. Mr. Harold Bartlett (right) recently spent a few days there. His companion is Mr. Elmer Way, of the Taylor Instrument Company.



A few "sea-going" Misses in a recent play at the Young Women's Christian Association. From left to right: The Misses Lucille Cleveland, Emma Regar, Alice Fish, Esther Noelke, Marion Giles, and Mary Jørgenson.

lowed to make the week-end enjoyable, with boating, dancing, golf and baseball playing as outstanding features of most of the parties.

Miss Carrie Baird recently spent a week-end visiting different cities in Pennsylvania, and motored to Erie, Titusville, Corry, Oil City, and other Pennsylvania towns with her family, while Lucille Parks spent Memorial Day at Owasco Lake just outside of Auburn. Miss Roma Ort spent a quiet week-end with her "folks" at their home in Bath, New York, and cannot boast of the exciting times which the other Company employees already mentioned can, but nevertheless, she was quite pleased with her visit.

Miss Esther Noelke and Miss Marion Giles took part in a play given at the Young Women's Christian Association on May 2, at the Mothers' and Daughters' Banquet. They were "seamen" on a naval cruiser and featured with a sailor's hornpipe dance.

Cleveland, Ohio, lured Miss Estelle Goldstein away from Rochester for her week's vacation and according to Miss Goldstein she is glad she submitted to the allurements. She motored

there on June 11, and spent the time visiting her many friends in the birthplace of "Flivvers," returning to Rochester on June 20.

Mr. Victor A. Miller addressed the Coke Salesmen and Drivers of the Utica Gas and Electric Company at Utica on May 10. His subject was "Coke Sales and Delivery," in which he showed the value in efficient merchandising of the main by-product of the gas manufacturing process, namely, Coke. His talk was based on the manner in which the Coke product is handled by this Company.

Miss Marion Moore entertained several young women of the Coke Sales Department at her home, 24½ Austin Street, on May 20, when diversity of entertainment was indulged in. The early part of the evening was devoted to bridge playing, after which the newest song and dance hits were given a thorough test by those present. Miss Carrie Baird demonstrated her ability as a bridge player by carrying off first honors, while Miss Lucille Parks was awarded the other prize of the evening, which was acquired in an unusual way. For those young women

who did not play bridge a drawing of cards was held, and Miss Parks drew the highest number and was therefore awarded the prize. Those present included Mrs. Catherine Lapp, and the Misses Roma Ort, Naomi Blakely, Mae Fuerst, Carrie Baird, Lucille Parks, Marie Meaney, Esther Shippey, Gertrude Shippey, and Marion Moore.

Mr. Charles Sovare recently submitted to a rural yearning and purchased a farm on Lyell Avenue, Gates. He moved there from his former home in Norton Street. During off duty hours, he expects to try a hand at raising crops.

Mr. George Knight is one of the many Company employees who are moving into summer homes. After completely remodeling his cottage at Cranberry pond, he is now residing



Mr. Victor A. Miller in a familiar environment.



Some of the faces that bring sunshine into the Gas Distribution Office. From left to right they are the Misses Marie Bruns, Frances Deberger, Isabelle Donalds, Dolores Youngblott, and Ada Geen.

there. George is a great hand at fishing and feels that he must be near the fishing grounds to accomplish best results.

Miss Mary McCormack expects to leave the employ of the Company to take up a normal course at Geneseo Normal School. Her studies will not begin until next Fall. In the meantime she will spend the summer at Thousand Island Park, Thousand Islands. She expects to leave about June 23.

A ten-day vacation was thoroughly enjoyed by Mr. Marine DeSmith, recently, at Saratoga Springs, New York. Mr. DeSmith motored to this well-known summer resort and spent a good many of his hours fishing, and many more hours tramping around the country. He was quite impressed with the beautiful scenery of the country in that region, but we are sure he did not allow it to interfere with his success as a fisherman.

The guard house at Station 3 has assumed another function, that of a candy and tobacco store for the employees of the Company. Two large cases, amply filled with sweets and smokes now occupy one side of the house and are easily accessible to the employees of this Station, the Coke Bins and the Company Tool Room.

Mr. Clifford Thompson is the proprietor of the store and states that soft drinks will be sold during the warm season.

Harold Diamond, of the Coke Bins, attended the convention of the Pi Phi fraternity at the Hotel Syracuse, in the Salt City, June 30, July 1 and 2. Mr. Diamond is one of the strong enthusiasts of the local chapter of that fraternity and enjoyed the convention immensely.

Miss Doris Longley of the Consumers' Bookkeeping Department visited Washington on a short vacation trip recently, having the distinct pleasure of hearing President Calvin Coolidge deliver the Memorial Day Address at the Arlington Memorial Amphitheatre, in Arlington, Va. Miss Longley spent several days in the national capital, viewing for the first time the public buildings and other beauties of the city. On her return she stopped off for a short time at Philadelphia, Baltimore and Atlantic City.

Miss Amy Smith, of the Consumer's Bookkeeping Department, spent a week's vacation in Detroit, in early June, visiting friends. The trip was made by train to Buffalo, and then by boat to Detroit. Miss Smith enjoyed the water, and took a number of other boat trips around Detroit during her stay.

Mr. Norman Odell of the Engineering Department spent the week-end over Memorial Day visiting his family in Ithaca, and incidentally viewed the crew races held on May 28th between Harvard and Cornell. As Mr. Odell is a graduate of Cornell University he returned to Ithaca during the week-end of June 11th to be present at the graduation exercises.

The Birthday anniversary of Mr. R. Hayes Evans, was celebrated by a dinner party at his home in Post Avenue at which the boys in the Coke Bins Office were the guests. Entertainment was furnished by indulgence

in interesting discussions and several solo dance numbers by the guests. Those present were the Messrs. Evans, Harold Diamond, Fred Hafner, Jack Wahl, John Drexel, John Flynn and Milton Ryan.

Miss Helen A. Smith and Mr. Philip Thomas were members of the committee which planned the picnic "cruise" for the Electrical League on June 29, to Coburg. Miss Smith was rear admiral and second in charge of the trip, while Mr. Thomas was on the general committee, and dispensed tickets among the Company employees, who are members of the league.

Miss Irma Lewis and Mr. David Alloway were married on May 21 at the Baptist Temple. A honeymoon trip was taken to Detroit and Canada by motor, and Mr. and Mrs. Alloway are now living in Caledonia, N. Y.

Mr. Harvey J. Klumb was elected chairman of the Rochester Chapter, Institute of Radio Engineers, at its annual meeting in the Sagamore Solarium on May 20.

A very wonderful baby boy was born to Mr. and Mrs. Kendall B. Castle of 25 Darwin Street, recently. He will be called Kendall B. Castle 3rd.

Mr. Alexander Beebe recently gave two talks on "Dry Quenching" before technical groups. In May he lectured at the Massachusetts Institute of Technology in Boston, and on June 16 he



Mr. Clarence Ocorr following artistic pursuits, as usual, while vacationing at Trudeau, N. Y.



Miss Annette E. Krill and Miss Lillian Fay, just before the party at the Old Homestead given in Miss Krill's honor.

addressed the Canadian Gas Association.

Mr. Marvin Winters of the Motor Department recently returned from Camp Dix, New Jersey, where he spent ten days in training with First Division of the United States Army. Mr. Winters is a First Lieutenant in the Signal Reserve Corps, United States Army Reserves, and gained real army experience during this period, inasmuch as the encampment was placed under a war conditions basis, with forced marches, air attacks, trenches and other features characteristic of warfare. He was in charge of a detachment of 69 regular soldiers for whom he was responsible in this camouflage war. Mr. Winters is a veteran of the World War and saw much service in France.

Miss Azelle Rife was married to Mr. Owen Hatch, of Niagara Falls, on June 28, at the Calvary Evangelical Church by her father, the Reverend E. Edward Rife. After a honeymoon trip, Mr. and Mrs. Hatch will spend

the summer in Pennsylvania, and will return to Niagara Falls in September, where Mr. Hatch is a professor of music. Among the pre-nuptial events was a variety shower given by the young women in the Consumer's Bookkeeping Department, on June 1.

After attending the annual meeting of the Women's section of the Empire State Gas and Electric Association in Schenectady, Miss Doris Horner went to New York City to spend the weekend and Memorial Day. Most of the time was devoted to sight-seeing and visiting friends in that city, Miss Horner spent quite some time with Miss Hazel Gruppe, a concert artist, who is the sister of Mr. Edwin Gruppe, formerly an employee of this Company. Miss Horner visited the Madison Square Radio Station, where Miss Gruppe is in charge of musical program broadcasting and got some firsthand impressions of that interesting work.

A picnic was held by several young people of the Company at the cottage of Mr. Raymond Shippey at Crescent Beach on Saturday afternoon, May 28. Following an afternoon spent in baseball and hiking, a picnic lunch was served which was enjoyed by all. A number of special attractions then graced the program in which some of the Company talent was displayed, including a Charleston dance by Miss Esther Shippey and Mr. Bernard Hoffman, and an "Irish Jigg" by Mr. Sam Dunn. The carpets on the floors of the cottage and the furniture were then cleared away and everyone present indulged in dancing. Those present were: The Misses Gertrude and Esther Shippey, Lucille Parks, Marion Giles, Marion Moore, and Naomi Blakely, and the Messrs. Rudolph Hoffmeier, Ray Wilder, Bernard Hoffman, Herman Sommers, and Sam Dunn.

Mr. Elmer Lerch attended the annual convention of the National Association of Purchasing Agents in

Grand Rapids, Michigan, from June sixth to June tenth. Over six hundred delegates from all parts of the United States were present and Mr. Lerch considered the convention valuable from many angles. Beside viewing the purchasing field from different perspectives, he also took an opportunity to view terra firma from a different angle than he had ever before seen it, he being a passenger on a flight of the new Ford Aeroplane, over the city of Detroit.

Syracuse was the scene of the Sixty-First Annual Encampment of the Grand Army of the Republic and Allied bodies, and Ora Allen, of the Consumer's Bookkeeping Department, was a Rochester delegate.

Miss Annette E. Krill was married on June the fifteenth to Mr. Joseph Slattery of Rochester at her home, 19 Austin Street. After a short honeymoon trip, Mr. and Mrs. Slattery will reside in Rochester. On June the sixth Miss Krill was given a hearty send-off by the young women located on the fourth floor of the Company office Building, at the Old Homestead at Newport, Irondequoit, and was presented with a pink crystal luncheon set. A Company coke truck was fitted out for the transportation, and after

riding about the city and serenading the groom-to-be at his business place, the party proceeded to the scene of festivities and enjoyed a delicious chicken dinner, after which indoor sports, such as dancing and singing, were indulged in.

Completely overcome, Mr. E. R. Crofts was the "victim" of a surprise party at his new home in Long Meadow on June the thirteenth, which was cleverly executed by Mrs. Crofts and attended by the members of the Purchasing and Stores Record Departments. The exact object of the party is not divulged, but it is hinted broadly that the invitees were extremely anxious to inspect his new country home. Strangely enough, it occurred just after Mr. Crofts moved to the fifth floor following his appointment to the position as Chief Engineer of the Company, but it is stubbornly maintained by the guests present that it was not a farewell party. The young men became completely engrossed in a baseball game upon Mr. Crofts recently seeded lawn, while the young ladies vented their wrath upon that well-known New Jersey insect for a time, after which all enjoyed a sumptuous repast prepared by Mrs. Crofts.



"All Aboard" for the Old Homestead, where associates of Miss Annette Krill honored her at a dinner in commemoration of her marriage to Mr. Joseph Slattery, recently. Miss Krill has been an employee of the Auditing Department for over seven years.



Fumes and Flashes



NINE WERE ATE

Nine little hot dogs
Sizzlin' on a plate,
In came the boarders
And then they were ate.

THE BEST MEDICINE

To avoid that run-down feeling "Cross Crossings Cautiously."—Selected.

A LITTLE SQUEAK

House Agent—"You say you have no children, phonograph, radio or dog. You seem to be the quiet tenant the owner insists upon."

Prospective Tenant—"Well, I ought to tell you that my fountain pen squeaks a bit."—Selected.

THAT'S IT

"Brederen, we must do something to remedy de Status Quo," said a negro preacher to his congregation.

"Brodder Jones, what am de Status Quo?" asked a member.

"Dat, my brudder," said the preacher, "am Latin for de mess we's in."—Selected.

MILADY AT GOLF

She—"Isn't this one of the oldest golf courses in the country?"

He—"What makes you think so?"

She—"I just heard a man say he went around in '79."—Selected.

GOOD ADVICE

Soph (earnestly)—"Now, honestly, what would you do if you were in my shoes?"

Senior (disdainfully)—"Get a shine."—Selected.

CORRECT

Even the grave and dignified British Civil Service commissioners could not resist being amused at an answer given at a recent examination. The question was:

"Give for any one year the number of bales of cotton exported from the United States."

The applicant wrote: "1491, None."—Selected.

NOW, BOBBY!

"Why are you late for breakfast, sir?" asked Bob's father, as the boy slid quietly into his chair.

"Well, you see," explained Bobby, "When you called me, I was having a mighty funny dream, and I just slept a few minutes longer to finish it and enjoy the laugh."—Selected.

A COSMETIC ARTIST

Fortune Teller—"You have a wonderful talent for painting."

She—"Oh, how can you tell?"

Fortune Teller—"I see it in your face."—Selected.

PRACTICE MAKES PERFECT

"Pardon me a moment, please," said the dentist to the victim, "but before beginning this work I must have my drill."

"Good gracious, man!" exclaimed the patient "can't you pull a tooth without a rehearsal?"—Selected.

JUST A PINCH

"So you're a salesman, are you? What do you sell?"

"Salt."

"I'm a salt seller, too."

"Shake!"—Selected.

COLD ENOUGH

Fussy Old Lady—"Can you give me two good seats in the coolest part of the house?"

Ticket Seller—"Sure, here are two in Z row."—Selected.

THE AMATEUR CAST

Mrs. Bim—"Tom took part in an amateur play last night, and today he's so hoarse he can hardly talk."

Mrs. Baum—"Oh, he was the leading man, then?"

Mrs. Bim—"No, he was the prompter."—Selected.

A LASTING VIEW

John—"And after the party I asked her if I might see her home."

Jerry—"What did she say?"

John—"She said she'd send me a picture of it."—Selected.

APACHE OR TANGO?

"Yer don't mean ter tell me the bloke choked a woman to death in a crowded café and no one interfered?"

"Yes. They all thought it was some new dance."—Selected.

KNEW WITHOUT THINKING

Teacher—"Now, Willie, if James gave you a dog and David gave you a dog, how many dogs would you have?"

Willie—"Four."

Teacher—"Now, dear, think hard. Would you have four if James and David each gave you one?"

Willie—"Yep. You see, I got two dogs at home now."—Selected.

A Quartette of Virtues

*A little bit of Quality
Will always make 'em smile;
A little bit of Courtesy
Will bring 'em in a mile;
A little bit of Friendliness
Will tickle 'em 'tis plain—
And a little bit of Service
Will bring 'em back again.*

—SELECTED.

Keep Smilin'

"By Saint"

WHEN days are dark and skies are grey,
Keep smilin'.

When trouble haunts you night and day,
Keep smilin'.

When grief and sorrow come along,
And everything you try goes wrong,
Try bustin' right out with a song;
Keep smilin'.

When winds of winter moan and sigh,
Keep smilin'.

The summer's comin' bye and bye,
Keep smilin'.

No matter if you're feelin' blue
And hard luck keeps a trailin' you,
Open your mouth and holler—"Boo!"—
Keep smilin'.

Sometimes you don't see how you can
Keep smilin'.

But let me say, as man to man,
Keep smilin'.

There is no loss without some gain,
So what's the use of raisin' cain
And actin' like you were insane;
Keep smilin'.

Don't waste a minute lookin' sad,
Keep smilin'.

You're still on earth and should be glad,
Keep smilin'.

Cut out the grouch, forget to sigh;
Throw your old carcass into high
And, when it's time to say "goodbye"—
Keep smilin'.

—SELECTED.