

Gas and Electric News

Rochester Gas and Electric Corporation

October, 1928

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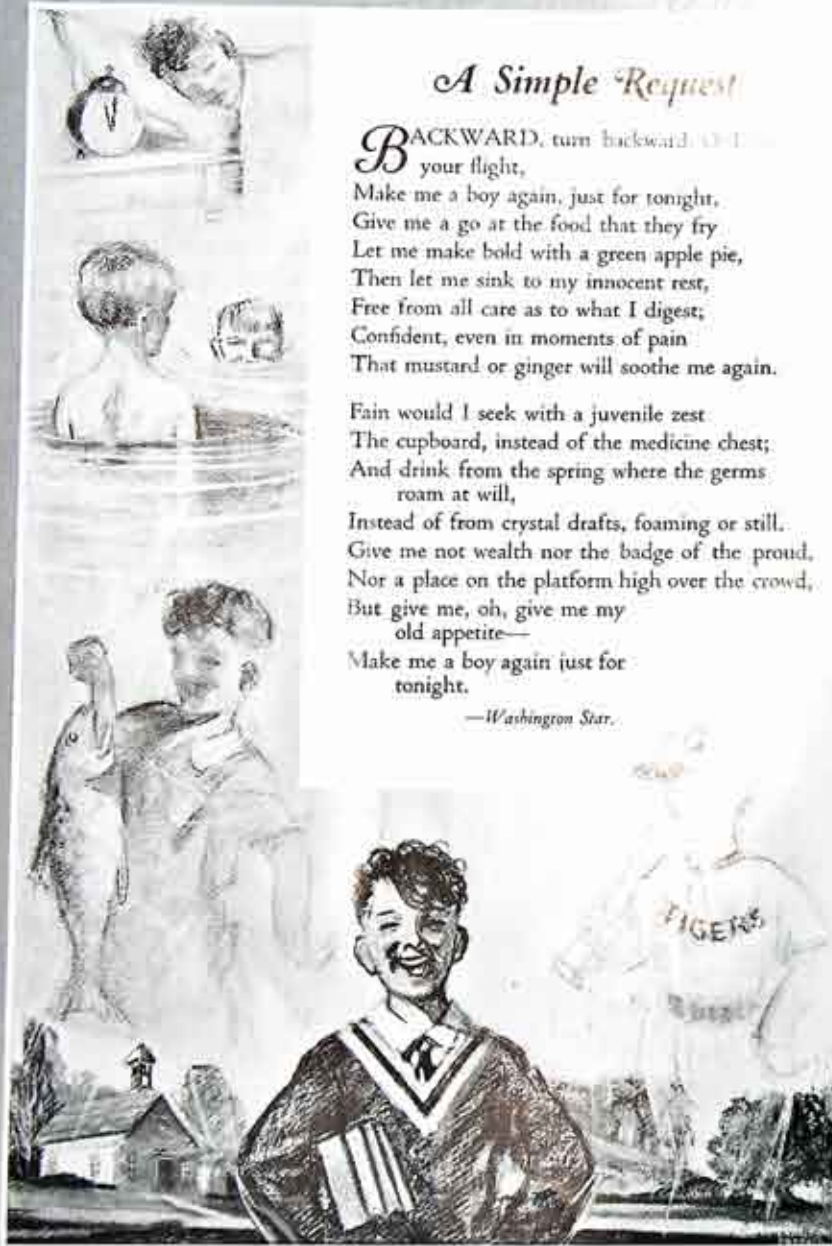
*"Clouds, those playful fancies
of the mighty sky."*

A Simple Request

BACKWARD, turn backward
 your flight,
 Make me a boy again, just for tonight,
 Give me a go at the food that they fry
 Let me make bold with a green apple pie,
 Then let me sink to my innocent rest,
 Free from all care as to what I digest;
 Confident, even in moments of pain
 That mustard or ginger will soothe me again.

Fain would I seek with a juvenile zest
 The cupboard, instead of the medicine chest;
 And drink from the spring where the germs
 roam at will,
 Instead of from crystal drafts, foaming or still.
 Give me not wealth nor the badge of the proud,
 Nor a place on the platform high over the crowd,
 But give me, oh, give me my
 old appetite—
 Make me a boy again just for
 tonight.

—Washington Star.



Good Lighting Makes Long Evenings Delightful

SUMMER wanes. Like a song whose memory lingers on, it leaves us with memories of happy days spent in the great Outdoors of nature. But as the days shorten, we seek the home fireside and begin our season of comparative hibernation. From now on, the great indoors of home will hold the spotlight of our attention.

Though the sun dims its rays, and Fall shadows grow deeper, our homes will continue to enjoy the welcome sunlight of electricity, which is more dependable than Old Sol himself.

Have you ever realized that the whole modern machine for the dissemination of information largely depends upon night time reading, that is, on cheap light? Without light, magazines would be almost impossible, because no one would have time to read them. Books would be scarce, expensive and little read, as they were when light was poor and expensive.

Education, amusements, social activities, culture and many other constructive human activities would be curtailed if man's day began and ended with the sun. Artificial light, the printing press, and the golden idea that average minds are worth cultivating are uplifting high-spots upon which rest the fabric of the present day culture, education and happiness. Destroy any one of them and we return toward the dark ages.

Modern light is a result of scientific research and development, a process in which many minds have shared and which requires a continual stream of trained human material. If there were no cheap lighting facilities for college students and other ambitious persons, there would be fewer trained engineers, fewer well prepared persons in other professions and vocations.

Light has a wonderfully friendly and soothing influence in the home circle. Looking forward to the longer winter evenings today is a pleasure.



Products and Service of the General Railway Signal Company



The General Railway Signal Company's plant at Rochester covers about 22 acres of ground and has over 655,000 square feet of floor space. It is on the Main Line of the N. Y. C. Railroad and just across the tracks from the Company's Station & Steam Distribution plant, located in Rochester's new industrial section.

ESENTIALLY allied to problems of railroad transportation, the varied products of the General Railway Signal Company's plants have become recognized factors in safeguarding human life, protecting property, and speeding to their destinations both human and commercial cargoes.

In doing this these Rochester-made products have effected many important advantages. Some of them are as follows:

1. Increased safety in train operation.
2. Increased operating efficiency through:
 - (a) increased average train speed with less train delay,
 - (b) increased utilization of locomotives and cars,
 - (c) increased utilization of track facilities.
3. Increased earnings through decreased operating expenses.
4. Increased goodwill of shippers by speeding up freight shipments.

The products which combine to produce these widespread savings throughout their utilization on the principal railroad systems of this country, as well as many abroad, are:

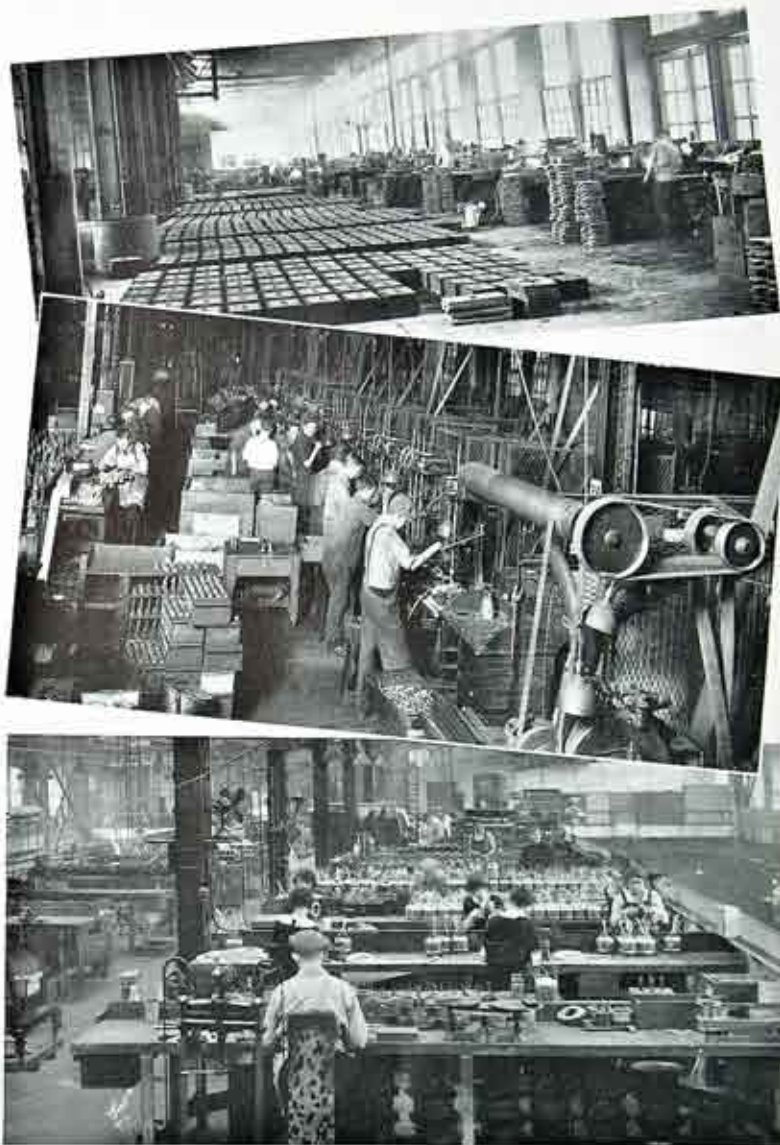
Electric Interlocking; Automatic Block Signal Systems; Mechanical Interlocking; Automatic Train Control Systems; Car Retarder Systems for Hump Classification Yards; G-R-S Train Dispatching System for Centralized Control of Traffic; Highway Crossing Signals.

In addition to these chief products, the General Railway Signal Company serves many Rochester industries through its manufacture of small and medium size castings and forgings, and it also does a large forging business for out of town concerns.

Electric Interlocking

Electric Interlocking was invented by the late John D. Taylor of Chillicothe, Ohio. In the Baltimore and Ohio Shops at Chillicothe Mr. Taylor constructed and later installed on the Baltimore and Ohio Southwestern Railroad in 1889, the first electric interlocking machine and apparatus.

Other successful installations were subsequently introduced at Edgewood, Illinois; New Albany, Indiana; Brussels, Belgium, and Nortonville, Kentucky.



Scenes in the G-R-S Rochester plant, one of the largest and busiest, where railway safety equipment is manufactured which spreads the name of Rochester and Rochester products throughout the entire world. Top: Foundry, General Railway Signal Plant, Rochester, N. Y. Center: Section of the plant's machine shop. Bottom: The Motor Winding Department.



In a tower, perhaps miles away, an operator pulls a lever and the electric motor-driven switching machine shown above responds like magic to his touch, and a switch, guided by the phantom workman, electricity, clanks in position to permit a train to enter or leave a siding or track. The machine is the last word in this connection, and the work of G-R-S engineers.

In 1900, a company was organized in Buffalo, N. Y., under the name of the Taylor Signal Company, to manufacture and install this electrical system. In 1904, the Pneumatic Signal Company of Rochester, N. Y., merged with the Taylor Company and the name was changed to the General Railway Signal Company of Rochester, N. Y.

This company has furnished 691 Electric Interlocking Plants, totaling 34,506 lever spaces, to 110 railways, including a number of foreign roads. An interlocking plant recently delivered contained 416 lever spaces. This, with another machine now under construction containing 512 lever spaces, will be an important part of the equipment of the new Buffalo Terminal. They will operate one of the largest interlocking systems in this country. Other large interlocking installations by the General Railway Signal Company are located in the Grand Central Terminal, New York City, and the Chicago and North-eastern Terminal, at Chicago.

What Electric Interlocking Accomplishes

Electric Interlocking is an arrangement of switch and signal appliances

so interconnected (interlocked) that their movements must succeed each other in a predetermined order. In it, man-power is replaced by electric power for moving the switches and signals, and electricity is used to control their movement. Electric interlocking provides, as does mechanical interlocking, a safe path for the movement of trains. One of the very latest in Electric Interlocking Systems of the General Railway Signal Company is that installed at the Rochester Station. This system gives complete protection to all trains approaching, passing through and leaving the Station. In addition to the usual safeguards, automatic train control also is superimposed on the interlocking system.

Automatic Block Signal Systems

In 1904 the General Railway Signal Company started the manufacture and installation of Automatic Block Signals and Systems. The purpose of such signals is to protect trains and facilitate their movements on the open track between terminal points. The Block Signal Systems of the General Railway Signal Company have been installed to a large extent on the following railroads:

New York Central Railroad; Southern Railway; Chicago and Northwestern Railway; Northern Pacific Railway; Lehigh Valley Railroad; Great Northern Railway; Florida East Coast Railway; Chesapeake and Ohio Railway; Missouri Pacific Railway; Texas and Pacific Railway and the Denver Rio Grande Railroad.

The Southern Pacific Railway has installed 4047.6 miles of G-R-S Automatic Block Signaling, while the Northern Pacific Railway has installed G-R-S Automatic Block Signals between St. Paul and the Pacific Coast, a total of 2800 miles of road.

Developed on American Railroads

The automatic block system was invented in America and developed on American railroads. Its primary function is to reduce the collision hazard by providing a space interval between trains. The length of this space—the block system—is dependent upon traffic requirements, the most common length being one mile.

How the Block System Operates

When a train enters a block section, the signal or signals governing the section automatically move to the stop position on the system, and remain there until the train passes out of the section that controls the signals. The signals are thus controlled, not by human agency, but automatically, by the passage of the train into and through the block section by means of the medium of the track circuit.

Dr. William Robinson invented the first closed track circuit and put it into use in 1872. Today, the automatic block system is in general use on the railroads of the United States and its value as a means of safeguarding the movement of trains is receiving worldwide recognition. The Interstate Commerce Commission has said, "Perhaps no single invention in the history of the development of railway transportation has contributed more toward safety and dispatch in that field than the track circuit."



Lancaster Hump Classification Yard at Ft. Worth, Texas, on the Texas and Pacific Railway. Car by car, trains hauled up the inclined tracks in the center of the illustration, aided by gravity speed down the incline again and, controlled by G-R-S car retarders, safely and quickly are shunted to the particular track desired, saving hours of old-time switching, with its pulling and hauling, car riders and added expense.



One man, operating this G-R-S Dispatching Machine can follow the progress of trains throughout 40 miles of road, control them and cause them, through the application of electricity to mechanical equipment, to obey his will in the interest of safety, service and dispatch.

Mechanical Interlocking

The purpose of mechanical interlocking is practically the same as that of electric interlocking, that is, to provide a safe path for the movements of trains through switches, junctions, railroad grade crossings, "through" and terminal stations, and over drawbridges.

Mechanical interlocking is still extensively used on English railways. On American railways, however, the tendency constantly is toward the use of power interlocking, of either the electro-pneumatic, electric, or electric mechanical type. The General Railway Signal Company is a leader in the field of Electric Interlocking in the United States and has done considerable work abroad.

Automatic Train Control

In 1908 the General Railway Signal Company began its development of Automatic Train Control. It installed automatic stops in the Hudson Tubes and in some of the subways in New York City in 1910. Extensive research and developments have constantly

been carried on since that time and, today, that company's installations of automatic train control are the largest of any single company in the United States.

The G-R-S Automatic Train Control is now in service on more than 5,000 miles of American railroads. For instance, the Southern Railway has equipped 3,370 miles of its tracks with it. The New York Central Railroad has G-R-S Automatic Train Control from the two Atlantic Harbors, Boston and New York, to Chicago, and has equipped 2,025 locomotives, 1,682 miles of road and 4,766 miles of track with it; this comprising 80% of all the trackage in the United States so equipped. To date, the Central has spent \$4,631,000 to help insure greater safety and dispatch for its patrons.

An Invisible Guardian

A continuous system of G-R-S Automatic Train Control has been installed on the Chicago and Northwestern Railway from Chicago to Omaha. This invisible master control is absolutely automatic. It comprises an invisible guardian which continuously, day and

night, under any and all conditions of weather, safeguards the movements of all trains and provides engineers with a constant check as to speed and the condition of the track ahead.

The G-R-S train control system allows an engineer on this road to operate a passenger train no faster than seventy miles per hour, and a freight train fifty miles per hour, when the track ahead is clear. Under these conditions should he approach too closely to a train or other restricting conditions ahead, or if another train approaches too closely to his train, this invisible guardian—the automatic train control system—will change a light in the cab of the approaching train from green to yellow and cause two horns to sound.

Immediately the engineer must acknowledge this condition, which will stop one of the horns. He must reduce the speed of his train to below twenty miles an hour, otherwise the brakes will be automatically applied and the train stopped. The second horn continues to sound until the speed of the train is sufficiently reduced.

When running in a restricted zone, the engineer must acknowledge this condition to the invisible guardian every half mile by pulling the ac-

knowledging lever, otherwise the train will be stopped. In many other ways, this wonderful system manufactured in Rochester keeps engineers informed as to the conditions under which their trains are running. It protects passengers in the worst kinds of weather; aids in getting trains through on schedule time and benefits shippers of perishable goods by permitting normal speed in spite of weather conditions. The installations on the Chicago and Northwestern Railway alone represents an outlay of three million dollars and includes equipment for 360 locomotives and over 1,000 miles of tracks.

Car Retarder Systems

In 1925, the General Railway Signal Company secured the sole license to manufacture and install its Car Retarder System. This system is used in large railroad yards where trains must be separated so that cars in them routed to different destinations can be made up into other trains, in so-called Hump Classification Yards.



Signal location in the G-R-S Dispatching System of the Ohio Division of the New York Central Railroad. The view shows how the dispatcher, by means of these signals, has passed one train around the other.

When a train comes into one of these yards, the engine is disconnected and the train is pushed to the top of an incline. Then, one car at a time is cut from the train and allowed to roll by gravity down the incline and switched to another track. Here it is attached to a train being made up for a certain geographical destination.

The switches in these Hump Classification yards are thrown by a leverman in a tower, through the use of electric motors. And as the cars gravitate down the incline they are kept in control by large mechanical brakes, installed in the track to retard the speed of the car by gripping both sides of its wheels at the rims. The retarders thus eliminate a large number of brakemen, or car riders. They also effect a big saving in the cost of separating trains; classify the cars much faster; avoid damage to cars and their contents and help to speed valuable shipments to their destinations.

The General Railway Signal Company has already made several large installations of its Car Retarder Systems, as follows:

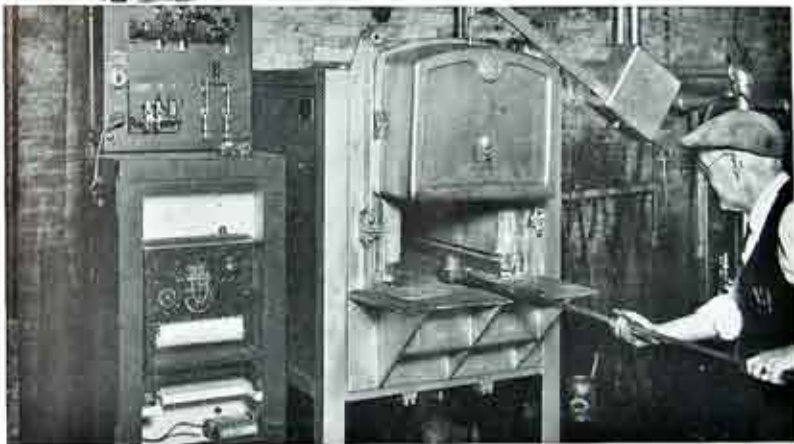
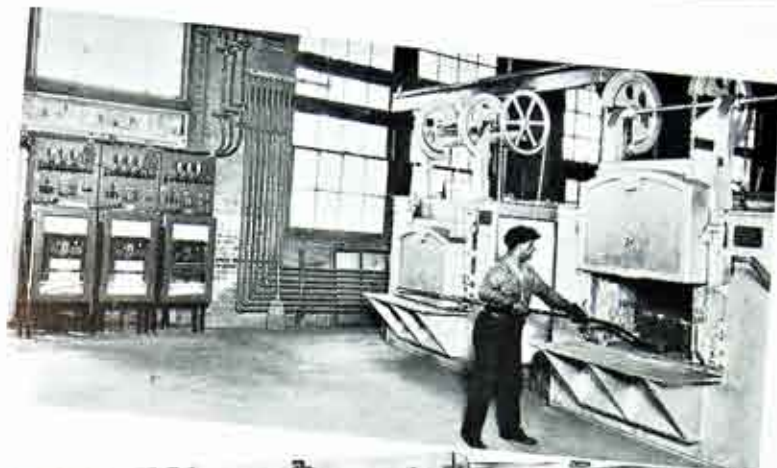
East St. Louis Yard on the Chicago and North Western R. R.; Southside Yard, Chicago, on the Illinois Central R. R.; Central Yard, Hartford, Conn., on the New York, New Haven and Hartford R. R.; Westfield, Mass., on the Indiana Harbor Belt R. R.; Mechanics Yard, on the Boston and Maine R. R.; N. Kirk Yard, on the New York Central Lines; East Lancaster Yard at Fort Worth, Texas, on the Texas and Pacific Ry.

Two additional plants of this system are being installed at the DeWitt Yard, Syracuse, on the New York Central Lines, East.

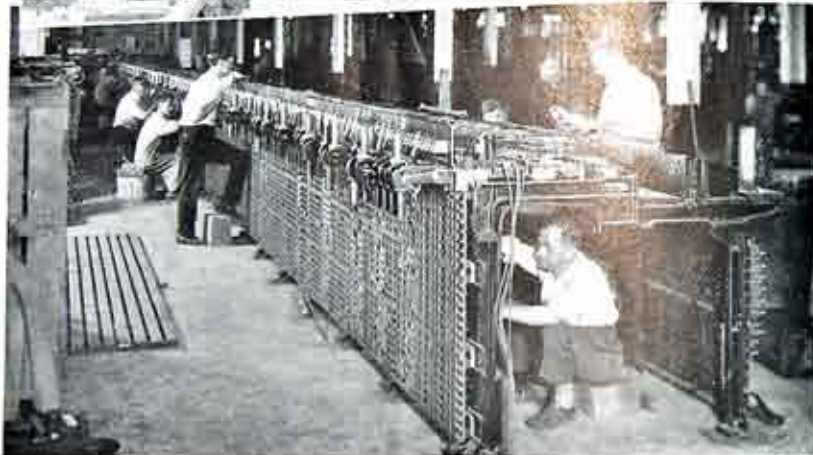
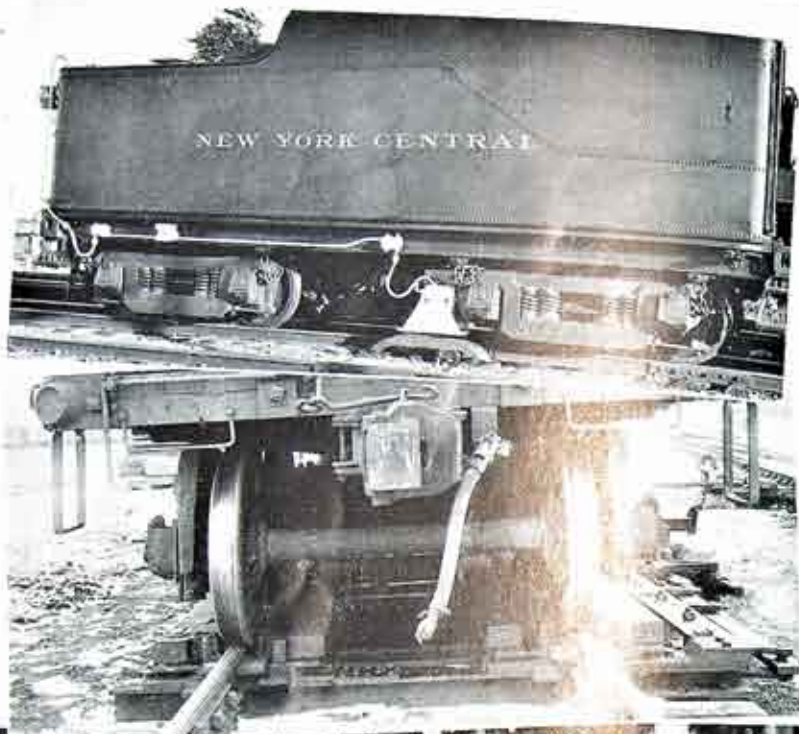
Because of the short buying, popular since the World War, keen competition due to short hauls by motor trucks and the increased consumption of perishables in densely populated districts, it has become increasingly necessary to quicken freight movements. In this effort the G-R-S Car Retarder System is playing a very important part by eliminating unnecessary delays between producer and consumer. For instance, a train of perishables from the West entering Blue Island Yard in Chicago will be received and classified into trains going to diversified points in about two hours' time, a saving of hours over the older



A G-R-S Electric Interlocker, the largest machine of its kind ever built. This interlocker was recently installed in the new Central Terminal at Buffalo, New York.



Some of the modern gas and electric ovens used in the G-R-S plant at Rochester. They were installed under the supervision of Mr. E. E. Jackson, E. E., of the General Railway Signal Company. Top: electric heat treating oven; center, gas core baking oven, and bottom, one of the smaller electric heat treating ovens.



Top, N. Y. C. Tender equipped with Automatic Train Control. View shows receiver on tender engaging inductor on tracks, transmitting an impulse which causes engineer to decrease speed within safe limits, otherwise brakes are automatically applied until train is brought down to correct speed. Center, end view of electrically operated car retarder which regulates speed of cars being shunted by gravity to their proper places on various tracks, by gripping the flanges of the wheels. This electrical method saves work time and the work of many men. Bottom, employees of the G-R-S Company at Rochester, New York, building world's largest power interlocking machine for installation in the new Central Terminal at Buffalo.

and more hazardous method formerly used.

G-R-S Dispatching System

One of the most important systems by the General Railway Signal Company is the G-R-S Dispatching System for the centralized control of railroad traffic. It is said to be the first and only system of its kind yet brought out. Cut on page 128 shows a dispatcher sitting in front of the control machine of one of these systems.

Located in a tower, this dispatcher controls the movement of trains over a line of approximately 40 miles of tracks. On the control machine there is a lever for each siding location. By manipulating levers the dispatcher can specifically control each train, keeping it on the main track or placing it on sidings. He can pass one train around another or can have two trains meet on a single track line, placing one on the siding and the other on the main line, and he does this sometimes without stopping either train. This is

accomplished by electrically controlled switches and the signals at the different siding locations.

The G-R-S Dispatching System greatly promotes the safety of railway travel, eliminates many delays to trains which occurred under other systems and does away with the older, slower method of dispatching trains by train orders.

Highway Crossing Signals

Many designs of Highway Crossing Signals have been developed by the General Railway Signal Company, especially the flash-light system which is so popular today. These, as well as all of the other chief pro-



Top, G-R-S Interlocking Machine used to operate the switches and signals at the Rochester Central Station. Below, general view of the Rochester Station which is fully equipped with the G-R-S System of Electric Interlocking. The operator at the machine above controls the movements of all trains entering, passing through and leaving the station by means of these electrically controlled devices.

ducts of this company, depend upon electrical energy for their operation, and have helped to bring the name of the General Railway Signal Company as well as that of Rochester into the limelight of public attention.

Safety and Service

G-R-S products have a strong appeal for most of us because of the hazards they eliminate. They provide a safe path for us, one that leads us confidently and safely over the tracks of America's railroad systems, from coast to coast. They protect us when we travel by motor, warning us of possible danger ahead. They provide dependable, electrically operated mechanical equipment and devices which eliminate uncertain human factors. They comprise both visible and invisible guardians for our safe travel and thereby add to our personal well-being, while making the activities of a great army of employees much more efficient and enjoyable than they otherwise would be.

The Rolling Car Gathers the Profit

From the point of view of the shipper or manufacturer, G-R-S products spell greater possibilities for service to the public, with greater returns to him and at less cost to the consumer. Altogether, these products are of unusual importance to everyone.

For over twenty-five years the General Railway Signal Company has specialized in the development and installation of the products we have spoken of. It is estimated that about 40% of the total business of this character done in the United States has been accomplished by the G-R-S Company. It has also supplied over 90% of the modern signaling equipment now in use in Australia, besides extensive installations in Japan, England, France, Spain and New Zealand.

The G-R-S plant at Rochester covers about 22 acres and has 636,547

square feet of floor space. There are 45 buildings of fire-proof steel, concrete and mill construction, protected by automatic sprinkler systems.

The plant is located on the Main Line of the N. Y. C. Railroad, the principal offices being at the same location. Branch offices are maintained in New York, Chicago, St. Louis and Montreal and associated companies are located in London, Melbourne, Paris and Barcelona.

Approximately 2,000 persons are employed by the General Railway Signal Company. This figure covers the employees in the factory, offices, on construction work on the railways and in the district offices.

The personnel of the General Railway Signal Company, which supplies the executive ability to make the Company a leader in its specialized field of service, is as follows:

President and General Manager, W. W. Salmon; Vice-President and Treasurer, George D. Morgan; Vice-President, Alfred H. Renshaw; Vice-President in charge of Sales, Paul Renshaw; Vice-President in charge of Operations, F. W. Moffett; Vice-President, Secretary and Assistant Treasurer, J. F. Braam.

Rochester to Light Country Highways

First steps in a program to light rural highways radiating from Rochester, N.Y., were recently made when Monroe County, the Rochester Gas and Electric Corporation, and the Fairport Gas and Electric Company signed contracts for the construction and operation of lighting systems on 18 miles of highway.

The contracts resulted from successful highway experiments carried out by the Rochester utility on seven miles of highway between Canandaigua and East Bloomfield, and will run for fifteen years. Construction of the new system will be begun at once.—Reprinted from *Utility Bulletin*.



Drawing Courtesy Utica Mutual Insurance Co.

Don't attempt 'research' work on electrical equipment that is out of kilter; if you do, you may be forced to wear the 'out of order' sign yourself.

When you tamper with things an electrician should do, you are tampering with your good health, your bread and butter, and the happiness of yourself and your family.

GAS AND ELECTRIC NEWS

ROCHESTER GAS AND ELECTRIC CORPORATION
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VOL. 16 OCTOBER, 1928 No. 4

The Breaks

AT least twice this last summer, we left a more or less colorless baseball game at about the seventh inning, believing that our favorite team was doomed to defeat. In each case, however, we learned later that the old ball game became a spirited spectacle shortly after our departure. The home team won in a blaze of glory, with plenty of exciting plays, shortly after we left the park.

We decided, subsequently, that never again would we leave a game until the last ball had been thrown, come what might.

The real interest in baseball lies in the fact that what are commonly termed, "the breaks" are quite likely to change the entire aspect of any contest, at any moment. A team may struggle along for many innings, apparently getting the worst of a one-sided game. Suddenly, however, a player raps out a two or three bagger,

or possibly a homer; an apathetic and critical aggregation of home town rooters, as though by magic, is transformed into an appreciative mass of hat-slinging fans; even the umpires are temporarily free from vituperation, and the mob psychology registers hero worship rather than sarcastic cat-calling for real or imagined errors of players.

"We're getting the breaks now," some one says. And it actually appears as though some mysterious force does inject itself at such times into baseball contests. But what is it that produces these breaks, and where do they come from? These are questions that have often puzzled players and spectators alike.

We hate to believe that the law of averages, that cold and dispassionate compensator, causes them. Rather, we would prefer to imagine that the inspiration which always accompanies successful effort is the real parent of these unfathomable breaks.

A tight game, an even contest, with neither team showing an edge on the other, constitutes, theoretically at least, a good baseball game. Yet, every fan revels in the thrill-inspiring, swishing, banging "sock" that starts a player out on a circuit of the bases and nets a home-run. If it happens to be made by a home player, bedlam is let loose; the entire human mass of spectators becomes fused into one unified rooting machine, and this spirit of victory seems to be transmitted to the players on the team. They feel that a crisis is taking place, that their big opportunity has at last arrived, that the fans are staunchly back of them and that the game can and must be "sewed up."

But the breaks must not be relied upon always to produce their touted results. Baseball, as well as many other activities, hinges upon a great variety of possible contingencies. It is quite generally conceded that a team can produce its own breaks; that they

do not merely happen, except in the minds of superstitious players. But this psychology is not generally accepted. To believe in it robs a ball game of much of the romantic atmosphere with which it is invested in the minds of many fans and players. To believe implicitly in breaks however, one must be more or less a fatalist.

One might easily lead himself to believe that personal safety, success, thrift and health depend upon the idiosyncracies of "breaks." Most of us, however, prefer to think that these things are the rewards of consistent effort directed along proper channels of human performance.

"Breaks" smack too much of luck to appeal to most persons. A man who drives his car carefully, week in and week out, with never an accident, is not merely lucky; rather, he is being compensated for his consistent carefulness.

A young man who keeps out of trouble, retains his good name, his health and stores up a substantial bank account is not merely fortunate, he has earned his "breaks;" made them himself.

"Breaks," when analyzed, lose their halo of superstition and become compensating rewards for grabbing time by the forelock, for being quite awake and prepared when old man opportunity knocks at the door. To think otherwise is to lose faith in the possibilities which consistent, well directed human effort holds forth to all of us.

In the contest of life, each one of us is pitted against a formidable team of circumstances, conditions and other factors related to our daily work. Sometimes, it is nip-and-tuck whether we will win out or be beaten to it by the opposing team. We can not always win, but we can always put up a good fight, do our best, even though it be a tight game.

And if the "breaks" do not seem to materialize, perhaps a little extra effort, a little harder swishing, bang-

ing "sock" at the old job will turn the trick, knock all the resistance out of conditions surrounding our efforts, net us a single, a double or possibly a homer and sew up the old ball game.

Like to Rummage?

WHAT a kick may be had from again reading some of the alleged masterpieces which we wrote when we were boys or girls at school. Most homes retain at least some of these relics of the readin', writin' and 'rithmetic days. But one generally has to rummage to find them.

Rummaging through books which we used to pore over, when we would greatly have preferred doing any number of other things, brings back a delightful series of associations. We sometimes discover that many of the old studies appeal to us more strongly today than they did then, when we were compelled to pursue them.

Reading the youthful philosophy which we interpolated between the lines of text matter or on the cover pages of textbooks is something like hearing from a person whom you once knew, but whom you had almost forgotten. It makes us think and is quite apt to inspire us with an ambition to treat life as though we still were students, which we really should be.

Life, after all, really begins in its larger aspect when we have finished school or college. Graduation is merely the qualification for entrance into the field of greater opportunities and larger responsibilities.

If you like to rummage, to browse about in the attic and make a mess of things once in a while, you are just like most other persons. Rummaging, besides providing thrills may even assist you to appreciate in larger measure the present problems of your children and their attitude on education and life in general. Through providing a

mental journey back to days when you also were a youngster, it may assist you in helping them over some of the rough spots which they now encounter, even as you did, then.

In our desire to keep our homes spick-and-span, perhaps we should be careful not to discard quite all of the varied assortment of books, trinkets, and youthful souvenirs which our children collect during their school days. Some of them, at least, should be saved as mementos of that period of their lives which will ever be recalled with a thrill of happiness.

Walter McKie to Conduct Illumination Course

MR. Walter McKie, of the Industrial Sales Department, has been chosen by the Rochester Athenaeum and Mechanics Institute to conduct a course of twenty lessons in Electrical Illumination, at the Institute, during the Fall and Winter.

Mr. McKie, who is an electrical engineer, has given many interesting talks before numerous organizations and societies in Rochester and vicinity, including illustrated talks before the Electrical League, the Extension Courses at the University of Rochester, the Chamber of Commerce and many others.

Mr. McKie will be assisted in his new activity by the staff of the Mechanics Institute, and by Mr. Frank Taylor, Assistant Manager of the Industrial Sales Department of the Company, another well known lighting engineer.

Illumination is one of the most important technical topics today. It is getting to be appreciated as one of the leading factors connected with the satisfaction of industrial, domestic and community life. Without good lighting, what would we do today? Books and magazines would not be read; edu-

cation and culture would be stifled; crime and accidents would become rampant throughout the country, and the trend would be backward, toward the day when man depended almost entirely upon natural illumination, when his day and his measure of usefulness depended upon Old Sol.

Illumination, therefore, is a topic that should interest all of us. Especially should it appeal to those persons who are actively engaged in selling electrical equipment, or to persons responsible for adequate lighting in homes, factories, offices or public places. To all such, Mr. McKie's course will be a good investment and one that will more than pay for itself in many obvious ways.

Both the Electrical League and the Mechanics Institute are giving publicity to the value of the course, which will begin late in October, in Room 120, Eastman Building. The tuition for the twenty lessons is \$12, and all persons wishing to take advantage of this opportunity to learn about illumination should get in touch either with Mr. Henry F. Burton, Secretary-Manager of the Electrical League; Mr. W. N. Fenninger, Supervisor, Electrical Courses, at Mechanics Institute, or Mr. McKie, Industrial Sales Department, Gas and Electric Building.

Empire State Gas & Electric Association Convenes at Saranac Lake

THE Annual Convention of the Empire State Gas and Electric Association was held at Saranac Inn, on Thursday and Friday, September 20 and 21. This convention held special interest for many Company officers and employees, whose names appear in the personnel of the Association.

Mr. Ernest C. Scobell, General Auditor, is a member of the Association's Executive Committee, as well as a Past President. Mr. Walter J.

Consler is Chairman of the Electric Meter Section; Miss Helen A. Smith is Chairman of the Women's Section, and Mr. Herman Russell, Senior Vice President was a member of the Nominating Committee.

Both Miss Smith and Mr. Consler presented papers before the Convention. Miss Smith's topic was: "Sell the Girls the Value of the Service," and Mr. Consler spoke on "The Meter Tester."

The Convention was decidedly interesting and instructive and came up to the expectations of those who have attended similar conventions in the past and who were looking forward to something worth while.

In attendance at the Convention were the following persons: Mr. and Mrs. Herman Russell; Mr. and Mrs. J. C. Scobell; Mr. and Mrs. Jos. P. Haftenkamp; Mr. and Mrs. Walter J. Consler; Mr. and Mrs. Harry Taillie; Miss Helen Smith; Mr. E. L. Wilder; Mr. A. C. McDowell; Mr. Sidney Alling; Mr. Homer C. Deffenbaugh.

Mr. Russell Wins Prize

AT the recent Annual Convention of the Empire State Gas and Electric Association, which was held at Saranac Inn, Upper Saranac, N. Y., various golfing contests provided much amusement and interest as a side line attraction.

Of course, Mr. Russell, the Company's athletic Senior Vice President, entered the lists. He paired up with Mr. E. C. Scobell in a foursome, the other members of which were Mr. Joseph P. Haftenkamp, Assistant General Manager, and Mr. C. R. Vanne-man, Chief Engineer, Public Service Commission. Messrs. Russell and Scobell vanquished their opponents, and Mr. Russell's consistent playing brought him "into the money," so to

speak. He succeeded in earning second low net score, which netted him a classy pair of field glasses.

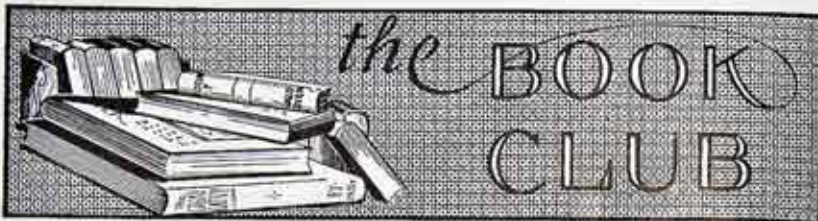
We don't know what specific use he will put the glasses to, there are so many fine uses for them, but we suggest that they may add somewhat to his enjoyment of golf. They may serve to help locate some of the golf balls that whizz away into the dim distance, following his terrific drives. At any rate, it was a prize worth bringing home, and a suitable memento of a spirited athletic contest.

Mrs. Scobell won a very nice trout skin bag, which was the first prize in the ladies contest. The bag was presented by Mrs. Haftenkamp, and Mr. Russell, it is said, tried to induce Mrs. Scobell to trade prizes with him, but to no avail. We have been trying to figure out what attraction a trout skin bag might have for our Senior Vice President, but we give it up. Perhaps, however, it may be explained on the grounds of his extreme enthusiasm for anything that savors of fishing or fish, for his reputation as a disciple of Isaak Walton is well known.

Messrs. Andrew S. MacDowell, Superintendent of Electric Generating Department, and E. L. Wilder, Manager of the Industrial Sales Department, qualified in the Kicker's Handicap and came close to crashing into the prize money.

Gas Industry Pays Huge Sums in Taxes

Federal, State and local taxes paid by the gas industry amount to approximately \$1.00 a year for each of the 70,000,000 users of gas in the United States, according to George B. Cortelyou, President of the Consolidated Gas Company of New York. The revenue of the gas industry is about \$700,000,000 annually, of which 10 per cent is paid out by the companies in taxes.



"Books that you may carry to the fire, and hold readily in your hand, are the most useful after all."—Johnson.

October Luncheon

THE book under discussion at the October meeting of the Rochester Gas and Electric Book Club held in the private dining room of the K of C was "Pluck" by Basil King. Whether or not Felicia, the heroine, was a weak or strong character was a much disputed point.

On account of extra work at the Eastman School of Music, Miss Carrie Baird found it necessary to resign her position as secretary. Miss Margaret H. Settle of the Claim Department was appointed in her place.

It was voted to extend the privilege of Associate Membership to the men of the Rochester Gas and Electric Corporation.

Miss Mabel Esley of the Transfer Department invited the members of the club to a Hallowe'en Party to be held at her home in Walworth, New York, on Tuesday evening, October 22nd.

The Misses Angelina Place, Anita Swarhout, Evelyn Embergh, Lillian Deiner of the Purchasing Department; Harriet Mindick, Eleanor Burger, Dorothy Duke of the Public Relations; Marjorie Gordon, Mailing; Lillian Bastian, Industrial Sales; Dorothy Lovick, Mrs. Grace Titus, Stores Record, and Mrs. Pearle Winfield of the Meter Reading were welcomed as new members of the Book Club.

"A Lantern In Her Hand"

Bess Streeter Aldrich in her latest novel, "A Lantern in Her Hand," has again given us a story full of life and the zest of living, painted with that poignant and very human sweetness characteristic of this writer. The picture is so real, one can almost imagine Mrs. Aldrich to be "Laura," gifted granddaughter of the heroine, penning the romance of her grandmother's life. Read the book for yourself, and see how "Abbie Deal" turns her love for "Will" into "a lantern in her hand" to light the way through a life crammed full of joys and sorrows.

—Emma Wage.

New Additions to the Club Library

A Lantern in Her Hand, Bess Streeter Aldrich; Money of Her Own, Margaret Culkin Banning; A Little Clown Lost, Barry Benefield; The Strange Case of Miss Annie Spragg, Louis Bromfield; The Happy Mountain, Maristan Chapman; Hoover vs. The Presidency, Samuel Crowthers; Old Pybus, Warwick Deeping; Storming Heaven, Ralph Fox; Swan Song, John Galsworthy; Brook Evans, Susan Glaspell; Two Black Crows in the A. F. F., Charles E. Mack; Blades, George Barr McCutcheon; Snow Girl, J. P. McEvoy; The Flutes of Shanghai, Louise Jordan Miln; With Malice Toward None, Honore Wilks Morrow; All Kneeling, Anne Parrish; Bitter Heritage, Margaret Path.



New Business			
Net Increase in Consumers for Year Ending August 31, 1928			
Gas.....	105,113	100,805	4,308
Electric.....	103,193	95,103	8,090
Steam.....	317	272	45
Total.....	208,623	196,180	12,443

Statement of Consumers by Departments as of August 31, 1928					
Aug. 31	Gas	Electric	Steam	Total	Incr.
1918.....	79057	28715	55	107827	
1919.....	79032	29966	75	109073	1246
1920.....	80911	33280	75	114266	5193
1921.....	81095	37862	84	119041	4775
1922.....	83088	45286	105	128479	9438
1923.....	85662	55125	117	140904	12425
1924.....	89259	66528	110	155897	14993
1925.....	92657	76924	145	169726	13829
1926.....	96555	86665	199	183419	13693
1927.....	100805	95103	272	196180	12761
1928.....	105113	103623	317	208623	12443
Incr. in 10 years	26056	74908	262	100796	100796

Net Increase in Consumers by Months			
	1926	1927	1928
Incr. in January.....	652	357	428
Incr. in February.....	733	512	439
Incr. in March.....	729	612	527
Incr. in April.....	1083	1271	890
Incr. in May.....	1166	1270	912
Incr. in June.....	1114	1128	940
Incr. in July.....	1021	1106	979
Incr. in August.....	1199	1587	1077
Incr. in September.....	1603	1286	
Incr. in October.....	1444	1168	
Incr. in November.....	1042	2707	
Incr. in December.....	829	1090	

Miscellaneous Data			
	Aug. 31, 1928	1927	Incr.
Miles of Gas Mains.....	732	668	64
Miles of Overhead Line.....	4694	3871	823

	Month Of Aug., 1928	Aug., 1927	Increase
Amount of Payroll.....	\$353,476.68	\$371,643.55	*\$18,166.87
K.W.H. Generated—Steam.....	14,497,400	17,006,162	*2,508,762
K.W.H. Generated—Hydro.....	13,606,529	6,862,010	6,744,519
K.W.H. Purchased.....	3,960,354	6,257,806	*2,297,452
M. Cu. Ft. Coal Gas Made.....	311,090	298,718	12,372
M. Cu. Ft. Water Gas Made.....	33,197	47,267	*14,070
Tons Steam Coal Used.....	16,989	19,874	*2,885
Tons Gas Coal Used.....	25,010	23,492	1,518
Tons Gas Oil Used.....	83,712	130,754	*47,042
Tons Coke Made.....	17,005	15,972	1,033
Gallons Bengas Made.....	34,250	86,800	*52,550

*Denotes Decrease.

Miles of Underg'd Cable.....	2589	2271	318
Miles of Subway Duct.....	1763	1642	121
No. Street Arc Lamps.....	1463	1197	266
No. Street Mazda Lamps.....	18649	17151	1498
Total No. Street Lamps.....	20112	18348	1764
Number Employees.....	2322	2173	149

E. B. A. for September, 1928	
Balance 1st of Month.....	\$ 9,315.61
Dues—Members.....	1,688.58
Dues—Company.....	1,688.58
Fees—Members.....	11.00
Fees—Company.....	11.00
Assmt. No. 100—Members.....	.25
Assmt. No. 106—Members.....	.75
Assmt. No. 107—Members.....	.75
Assmt. No. 110—Members.....	1.75
Assmt. No. 113—Members.....	495.25
Assmt. No. 100—Company.....	.25
Assmt. No. 107—Company.....	.75
Assmt. No. 110—Company.....	1.75
Int. on Bk. Bal. and Investments.....	655.25
Miscellaneous Revenue.....	3.43
Total Receipts.....	4,559.34
Total Receipts plus Balance.....	9,315.61

Disbursements	
Sick Benefits.....	\$ 1,198.21
Accident Off Duty Benefits.....	202.53
Accident On Duty Benefits.....	85.79
Death Benefit No. 116.....	400.00
Group Life Insurance.....	19.59
Medical Examiner's Expense.....	2.00
Expense of Nurse for July, 1928.....	113.96
Total Payments.....	2,022.08
Balance on Hand.....	11,852.87

Membership	
Date	No.
Members, Aug. 31, 1928.....	2053
Affiliated Month of Sept, 1928.....	15
Terminated Month of Sept, 1928.....	24
Loss.....	9
Membership September 30, 1928.....	2044

OBITUARY PERSONALS

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:

Mr. George Dady, for twenty-four years a faithful employee of the Company died suddenly, on August 13. Funeral services were held from the home, 153 Melville Street, and from Corpus Christi Church. Besides Mrs. Dady, his wife, Mr. Dady leaves four children. Interment was made at Holy Sepulchre, the bearers being the following employees and former associates of the deceased: Messrs. V. C. Hoddick, John Allington, A. Holdrich, L. Kimpal, W. Gargan and T. Vick.

After a service record of over forty-eight years, as an honored employee of the Company, Mr. Patrick W. Martin, Systems Operating Inspector, died suddenly on Tuesday, September 25. Following services at his former home, 1349 East Main Street, and at Corpus Christi Church, burial was made at Holy Sepulchre. Mrs. Martin, his wife, survives. The Honorary pall bearers at the funeral ceremonies were the following employees of the Company: Messrs. Patrick Drumm, Patrick O'Neill, James Downs, Thomas H. Yawger and Martin Murphy, the active bearers being Messrs. Adam Finzer, J. M. Reddington, Chief Jaynes, Michael Hall and William Fox.

Messrs. Willis Hughes, Johnny Baker and William Speers recently spent three days on a fishing expedition in the Rideau Lakes region. They went prepared for virile encounters with big fish, in fact, they took orders to bring certain friends visible proof of their prowess, and they made good. The fish did not run quite as large as Mr. Baker had planned on, however. The special pole which he purchased for the occasion was ample and received no stresses it was unable to withstand, which was quite a shock to Johnny. Buck, Clear and Newboro Lakes were the scene of their operations.

Messrs. William White and Albert Bramer recently enjoyed a week-end at Eagle Lake, Canada, one of their favorite fishing haunts, which they seek at frequent intervals during the year to satisfy their urge for fishing and boating.

Mr. Myron Miller, of East Station, spent his vacation at home this season. Every year, Myron says, he goes fishing during vacation time, and he followed his regular practice this season with the usual luck. He says a fellow can't be a good fisherman unless he fishes oftener than once a year, and we agree with him. He can, however, have a very good time, nevertheless, and that's just what Myron did, fish or no fish.

Mr. Patrick Murley, of East Station, who came with the Company about one year ago, recently sold his former residence in Auburn, N.Y., and is now a Rochesterian in every sense of the word.

Miss Marion H. Rossney, of the Domestic Sales Department, spent her recent vacation visiting her sister at Fort Sheridan, Michigan. She had a very lovely time. Fort Sheridan is noted for its fine homes and beautiful countryside, and the drives in that vicinity are especially beautiful.

Miss Doris Horner, of the Engineering Department, on her vacation drove to New York where she met friends who returned to Rochester with her after a week of sightseeing in the Big City. Miss Horner drove about New York like a native and has words of praise for the courteous traffic officers there. She encompassed the Holland Tubes, made excursions into numerous parts of New Jersey and generally speaking had a top-notch vacation, for which the modern "Iron horse" be praised. What would we do without automobiles at vacation time?

Mr. Jack Martin, of East Station, with his two boys, Wilfred and Fred, had a wonderful vacation this year camping at Glen Haven. Swimming, boating and hiking kept them busy and well entertained, besides giving them oversized appetites.

Mr. Max Wohlgenuth spent a week recently at his camp, at Lake Rideau. Mrs. Wohlgenuth, Mr. Wohlgenuth's brother, Emil, his daughter Esther and his son Carl, made up a happy party.

Mr. Charles Sprague recently spent three days in Toronto, three days in Aurelia, and one week in the Adirondack Mountains, at Lake Peseco and Georgian Bay. Mrs. Sprague and Mr. Sprague's mother and aunt accompanied him on this delightful vacation trip.

Mr. Fred Odell and family recently visited friends in Norwalk, Ohio.

Mr. Frank Leisten spent his vacation this year visiting friends and relatives in this section of New York State.

Mr. Wm. Metcalf recently purchased a small farm in Lincoln, N. Y., and initiated it during his recent vacation. He drives back and forth to work, which gives him a few hours morning and night to do the "chores."

Mr. Clifford Watson, General Construction Department, recently purchased a second-hand Ford car for the price of two and one-half dollars. This is the lowest quotation we have yet seen on used Fords that actually have tires 'neverything and are actually able to "ramble right along."



"The Wonders of her handiwork." Nature's beauty spots are always soul inspiring, in whatever season, at whatever time of the year. Soon this waterfall, beautiful in summer, will be as beautiful in its winter garb.



Eggs of the great northern diver, from vacation photo taken by Mr. John Nichols. The eggs are larger than a goose egg.

The young women of the Electric Distribution Office held their annual picnic at Durand Eastman Park recently. A delicious supper was served in the log cabin by Marlowe and Shafer, caterers. After the supper the Misses Dorothy Copp, Esther Moore, Evelyn Morell and Irene Mura enjoyed a little dip in the lake while the rest of the party looked on. Present among the picnickers were Mr. and Mrs. Walter J. Conslor, Mr. and Mrs. A. F. Gosse- lin and Messrs. Howe Kiefer, Alfred H. Boddy and Frank A. Weeks. A stop at Sea Breeze Park added the finishing touches to a very pleasant outing.

Mr. Lee Franke, of the Industrial Sales Department, and Mrs. Franke, together with friends from Buffalo, on a recent vacation enjoyed camp life along Catchacoma Lake, Canada. A fishing activity that included the catching of forty good sized bass, was one of the features of the outing.

Mr. H. T. Sugden, operator of East Station, with his wife and grandson, recently motored to Windsor, Ontario, stopping on the way to visit his son in Detroit. Mr. Sugden spent about nine days in Windsor, Ontario, visiting a daughter and a brother. The trip, going, comprised 341 miles and Mr. Sug-

den accomplished it between the hours of 4 A. M. and 3 P. M., believing that the early traveler gets the best traffic breaks.

Mr. Lorne Bristol recently visited Buffalo, crossed into Canada over the Peace bridge, and continued on to St. Catherines, Hamilton, Toronto and Trenton, where he spent one week fishing and boating at the home of his uncle. Later, he continued on to Fort Henry, Kingston, Prescott, Ogdensburg, Thousand Islands, Watertown, Oswego and returned again to Rochester having driven 1500 miles. He traveled "solo" in his Ford coupe.

Mr. Henry Gower, of the General Construction Department, recently purchased a new Chevrolet coupe, which was one of the factors in his enjoyment of a recent vacation.

Mr. E. W. Mitchell, of East Station, with Mrs. Mitchell, his son Wilbur, and his mother, Mrs. M. J. Mitchell, of Bermuda, recently visited Toronto, where the party visited friends.

The Misses Ruth LaForce and Evelyn Cowan, formerly of the Mailing Department, have been transferred to the Auditing Department. Miss LaForce recently spent her vacation visiting relatives in Buffalo while Miss Cowan spent the Labor Day week-end with relatives and friends in Springfield, Massachusetts.



A Company rear lot live in an attractive setting. It is the yard of Mr. Ernest Felner, Lake Crest Road, and is equally attractive to birds, bees and human beings.



Mr. and Mrs. Lewis S. Boyce, somewhere on Conesus Lake, during their recent vacation. Mr. Boyce is also an employee of the Company, now in the Coke Sales Department.

Mr. Bernard Krebs of the Storehouse visited his brother, Mr. Edward Krebs, formerly of the Transportation Department, at Ann Arbor, Michigan, recently. Edward is attending the University of Michigan, and is studying Electrical Engineering.

Miss Leona Letson was recently transferred from the Billing Department to the Transportation Office.

Miss Carol Roth, accompanied by her mother and her sister, Ann, motored to Montreal, Quebec, Lake Placid and other interesting places in northern New York and Canada, during the first week of her vacation. Later, Miss Roth spent a week in New York and vicinity and saw many of the current shows. Her favorite was the Three Musketeers, with the Show Boat running it a close second.

Miss May Crowley of the Auditing Department, has returned from a two weeks' vacation spent in New England. Miss Crowley attended the wedding of her cousin at Mel-

rose, Massachusetts, and visited friends in Boston and Providence. She also spent considerable time at Tauton, Massachusetts, her home town, visiting many relatives and friends there.

Miss Irene Stickney, of the Auditing Department, returned to her duties on Tuesday after Labor Day. Miss Stickney has been ill since Christmas and her many friends and associates

with the Company join in welcoming her back.

The young women of the Domestic Sales Department, including Mrs. May Ludlow, Mrs. Margaret Delaney, Miss Mame Moran and Miss Letha Vangelder enjoyed a corn roast at Inspiration Point recently. After the feast dancing was indulged in to the accompaniment of the piano at the pavilion.

Mr. Raymond Hilficker, accompanied by his mother and his uncle, recently motored to Washington, D.C. and other cities. He viewed Lindbergh's aeroplane, The Spirit of St. Louis, which now rests in the Smithsonian Institution, and went through the national cemetery, Arlington.



Mr. John M. Nichols, right; his son, Fred E., center, and his brother, Mr. H. B. Nichols, left, from a vacation photo taken at Jack's Lake, Canada. They're standing on the top of the world.

Mr. and Mrs. Fred Hodgson acted in the capacity of host and hostess at a sausage roast held at the Hodgson home in Fairport recently for the members of the Cashiers Department and their friends. A roast sausage dinner was served to about 30 guests on long tables, tastefully decorated in autumnal colors, in the garage. After a splendid repast the gathering was entertained in the beautiful home of the Hodgson's with many excellent numbers. Mr. Gordon Ross played the violin, the piano and the drums, Mr. and Mrs. Hodgson's son, David, played the violin and the piano and Miss Mable Perry sang several solos, one of them, called "The Sidewalks of Fairport," causing a great deal of merriment. The remainder of the evening was spent in playing cards.

Miss Emma Augenstein of the Cashiers Department and Miss Vera Augenstein of the Mailing Department, together with their brother and cousin, motored to Harrisburg and Gettysburg, Pennsylvania, recently, where they visited many places of interest. They continued on to New York and Atlantic City before returning to Rochester.

Miss Marion Sheldon, of the Electric Distribution Office, spent her vacation recently on a motor trip through New Jersey and New York State. She

was accompanied by her sister and brother-in-law, and visited friends in New Jersey, coming into New York City through the new Holland Tunnel. The party stopped at the Times Square Hotel and spent much of their time while there, in sight-seeing around the city. They returned by way of Albany and the Mohawk trail.

Mr. Cecil Osborn, of East Station, who was recently married, has sold his large car and purchased a Ford runabout. He says, however, that his added responsibilities have nothing to do with his apparent cutting down of transportation expenses.

Mr. and Mrs. Harvey G. Knuth are the proud parents of a very wonderful little girl, whose name, Barbara Ann, seems to fit her personality to a T. Little Barbara Ann has been in the Knuth household but a short time, but she seems perfectly at home and is the big attraction right now for a wide circle of friends and relatives.

Miss Ruth E. Noble, of Andrews Street, greatly enjoyed her vacation which was spent recently at her home town, Prattsburg, N. Y., at the home of her parents. Visiting old friends, resting and again enjoying good things to eat of the kind that only mothers can make, were some of the many things she did to make her vacation one long to be remembered.



Some catch for three hours fishing, what? Mr. James Nichols, Jr., of West Station, is the lucky angler.



In summer attire and with summery spirits these five young ladies pose with the beautiful Genesee as a background. They are the Misses Mariam and Belle Waltuck, Evelyn Biedeck, Elizabeth Bauman and Kay Green of the General Construction Office.

Mr. Henry Davis, of Andrews Street, this Fall enjoyed his vacation at Georgian Bay. For the first week there the fish bit wonderfully, but during the second week, it seemed as though some one mysteriously turned off the supply, and even Henry's adeptness as a Waltonian had little effect on them.

Mr. Matthew Gardiner, generally called just "Mat" by his many friends in the Company, has accepted a position with the New England Power Company and is now located at Worcester, Mass. Mat at present is engaged in rearranging the electric circuits out of Providence, R. I., and otherwise engaged in making a survey of load conditions at that point. Mr. Gardiner will be missed, at Andrews Street especially, where he was a leader among a jolly group of young people who help to make employment there a very congenial activity. Mat has a company car and we trust that he will occasionally get as far west as Rochester and give us the opportunity of seeing him once in a while.

Mr. Harold Loeper has been transferred from East Station to Mr. Lamey's Tool Room on Mill Street.

Several of the young ladies of the General Construction Office enjoyed a house party week-end recently at the home of Mrs. Marie Harry, near Ballantyne, on the Genesee River. They spent the time in canoeing and in other outdoor activity and had a very pleasant outing. Members of the party included the Misses Belle and

Mariam Waltuck, Kay Green, Evelyn Biedeck and Elizabeth Bauman.

Mrs. Margaret Delaney, of the Domestic Sales Department, spent the



Master Frederick Odell, aged 11 years, and Raxie, his chum, aged two years, but such a good fellow notwithstanding his youth, snapped on the lawn. They both look all set for a romp.

week-end of Labor Day at Erie, Pennsylvania, stopping at the Hotel Lawrence and visiting relatives in town. Later she brought friends from Erie to spend a week-end with her in Rochester.

Miss Edna Crocker, Home Service Department, drove to Laurel Lake, Vermont, on her vacation. While there, she stopped at the summer home of her brother, Mr. Emil Begiebing, on Laurel Lake, about twenty miles from Brattleboro. Miss Crocker says that she had fish for breakfast every morning; that she attended a real old country dance one night, which was very interesting, and that she kept in good physical trim through fishing, boating, bathing and other outdoor pastimes. On her trip Miss Crocker motored more than one thousand miles, without mishap.

The second annual clam-bake and fall party of the "Four in One Club,"



Miss Edna Crocker of the Home Service Department, displaying one of her "catches" at Laurel Lake, Vermont, where she spent her vacation.

of the Rochester Gas and Electric Corporation was held Saturday, September 29th at the home of Mr. and Mrs. E. R. Crofts, at Long Meadow, Pittsford. Afternoon sports consisted of a baseball game and quoit pitching for the men, while the ladies enjoyed bridge and pedro. The bake was served at 6:00 o'clock and was put on by two employees of the Company, Messrs. Stein and Toute. In all about sixty guests were served.

Among the guests were Mr. and Mrs. Herman Russell and Mr. and Mrs. Joseph P. Haftenkamp.

The evening program consisted of dancing and the playing of various games. Prize winners were as follows: Baseball Team, Mr. Elmer Lerch, Captain, cigarettes for members of the team; Quoits, Mr. William Clair, linen handkerchiefs; Bridge, Miss Mariam Waltuck, bridge set; Pedro, Miss Madge Garrison, poker chips; Rolling Pin Throwing Contest, Mrs. E. B. Robinson, handkerchiefs; Clothes Pin Race, Mr. Charles Schnorr, book ends; Opera Glass Game, Mr. Joseph Schnorr, plate glass mirror; Marble Bag Game, Mrs. Herman Russell, bath salts and Mr. E. B. Robinson, cigar lighter; Peanut and Rolling Pin Game, Miss Mariam Waltuck, smoking set and Mrs. E. B. Robinson, ash stand; Ticket Prize, Mr. Charles MacIntosh, door stop.

The following people had charge of the event: Mr. and Mrs. E. R. Crofts, host and hostess; Mr. Val. L. Weining, general chairman; Mr. and Mrs. Harry Taillie, Mr. and Mrs. J. E. Schnorr and Mr. and Mrs. Neer, reception; Mrs. J. Earle Garis, Miss Helen Buell, Mr. Elmer Lerch and Mr. J. E. McMann, sports and games; Mr. Fred Eggert and Mr. Charles Schnorr, parking.

The Misses Helen Smith and Nellie Huddy spent their vacation this Fall in the Saguenay River region, visiting at length in Montreal and Quebec.



Mrs. G. C. Perkins, who with Mr. Perkins of Station 1, took a motor trip recently which included a visit to Pennsylvania and Canada.

Miss Lethia VanGelder, of the Domestic Sales Department, recently returned from a vacation during which she spent a week camping at a cottage on Keuka Lake. Later, she took a motor trip which included visits to Lake Placid and Saranac Lake, in the Adirondacks, and motored to Burlington, Vermont, where she visited relatives.

Mr. and Mrs. A. C. Vogelsang, together with their son and daughter-in-law, Mr. and Mrs. J. B. Vogelsang, and two friends, spent two delightful weeks on the Maine Coast this summer. The Vogelsang party motored through the Berkshires to Boston and thence to York Beach, Maine, where they rented a furnished cottage for their stay there. They took several salt water fishing expeditions, catching some fine specimens of the cod and haddock family. Besides this there were numerous trips to places of interest along this historic shore, with a visit to Old Orchard Beach,

famous starting place for many attempted transatlantic airplane flights. The Vogelsang party enjoyed every minute of the time and were reluctant to leave the nice cottage and the tang of the salt sea air for the return trip to Rochester.

Miss Isabelle Donals, of the Gas Street Department, became the bride of Mr. Joseph Hockenkos, on August 28, at the rectory of Corpus Christi Church. Miss Dolores Youngblodt was bridesmaid. The young women associates of Miss Donals in the Gas Street Department attended the ceremony in a body and wished the happy couple well on their honeymoon which was spent at Saranac Lake and other points in the Mountains. Among the events in honor of Miss Donal's marriage, was a personal shower, held for her by Miss Youngblodt, at 14 Thurston Road. At this shower, Miss Donals received an electric coffee urn as a slight token of the friendship of her associates at Andrews Street.

Mrs. Faill, of East Station, is enjoying residence at the Lake, having recently taken a home at 4 Larch Street, just off Beach Avenue.



Mr. and Mrs. A. C. Vogelsang and party on the shore of York Beach, Maine, where they spent a lovely vacation. They are, back row, left to right, Mr. Mosher, Mr. Vogelsang, Mr. Pierce, Mrs. Klick, and Winfield VanHorn; front row, little Donald Etter, Mrs. Vogelsang, Mrs. Bernard, Miss Yvonne Etter and Mrs. Etter.

Fumes and Flashes

HEAVY UPKEEP

First Roman (at a Christian massacre): "We've got a capacity crowd, but still we're losing money. The upkeep on the lions is pretty heavy."

Second Roman: "Yes, sir. Those lions sure do eat up the prophets."—*Selected.*

ANOTHER KIND

Null—"I started out on the theory that the world had an opening for me."

Void—"And you found it?"

Null—"Well, rather. I'm in the hole."

—*Selected.*

WORK IT UP

An auctioneer who had been whispering excitedly to a man in the audience held up a hand for silence.

"I wish to announce," he said, "that a gentleman has had the misfortune to lose a wallet containing 500 pounds. He tells me that a reward of 25 pounds will be given to anyone returning it."

After a silence a man in the crowd shouted, "I'll give 30 pounds."—*Selected.*

SPOKE OUT OF TURN

An honest speeder had just hit a dog, and had returned to settle his damages, if possible. He looked at the dog a moment, and addressed the man with a gun.

"Looks as if I'd killed yer dog?"

"Certainly looks that way."

"Very valuable dog?"

"Not very."

"Will five dollars be enough?"

"Well—I guess so."

"Sorry to have broken up your hunt," said the motorist, pleasantly, as he handed the owner a crisp five-dollar bill.

"I wasn't going hunting—just going out in the woods to shoot the dog."—*Selected.*

NEVER AGAIN

Mother—"Oswald, you should never do anything which you would be ashamed for the whole world to see."

Oswald—"Hooray! I won't have to take any more baths."—*Selected.*

YOUR CHOICE

"Will you marry me, dearest?"

"Certainly. Companionate, trial or fight-to-a-finish?"—*Selected.*

A TOUCH SYSTEM

"Where did you find this wonderful follow-up system? It would get money out of anybody."

"I simply compiled and adapted the letters my son sent me from college."—*Selected.*

A FOOL THERE WAS

A fool there was and he saved his rocks, even as you and I; but he took them out of the old strong box when a salesman called with some wild-cat stocks, and the fool was stripped down to his socks, even as you and I.—*Selected.*

WHAT'S IN A NAME

Pat: "Have you christened your new baby yet?"

Mike: "We have."

Pat: "An phwat did you call it?"

Mike: "Hazel."

Pat: "Sure, bad case to yo, with 223 Saints to name the kid after, ye had to go and name it after a nut."—*Selected.*

IMMUNE

It had always been Sam's ambition to own a fur coat, and after years of skimping he had achieved it. On the first day of its possession, as he was strutting down the street, a friend approached him.

"Mo'nin' Sam," the friend remarked, his teeth chattering from the wintry blasts. "Pretty col' day, ain't she?"

Sam lifted his chin haughtily from the depths of his huge fur collar.

"Ah really kain't tell 'bout the weather," he replied carelessly. "Ah ain't looked at de paper today."—*Selected.*

TOOT, TOOT

Mrs. Murphy was leaning against the doorpost of her house when her friend, Mrs. Carr, happened along, bearing in her arms her twelfth child.

"Arrah now, Missus Carr, and there you are around again with another little Carr."

"Yes, Bridget, another little Carr it is, and as far as I am concerned, I pray the Lord he's the caboose."—*Selected.*

LEARNING HOW

Farmer: "Come on. I'll show you how to milk a cow."

Novice: "Perhaps I'd better start on a calf."—*Selected.*

Simplicities

JUST the simply homely things
Scent of phlox that twilight brings
Glimpses down a country lane,
Sudden burst of summer rain.

Fire-flies from a dew-damp place,
Shadows soft that interlace
Underneath moon-silvered trees;
Dimpling footsteps of the breeze;

Cows knee deep in waters cool,
Children loitering to school,
Night owl's shivery serenade,
Little young things unafraid;

Birds that charm the fleeting hours,
Weeds that bear sweet wayside flowers,
Clouds with ever-changing shapes,
Sun-kissed clover, bloom of grapes—

These I love with passion pure;
These the sign and signature
Of a white and tranquil peace,
Spirit-freedom, soul-release.

—*Eleanor M. Denny.*





The Creed of Flowers



*A little more kindness, a little less
creed;*

*A little more giving, a little
less greed;*

A little more smile, a little less frown;

A little less kicking a man when he's down;

A little more "we", a little less "I";

A little more laugh, a little less cry;

A little more flowers on the pathway of life;

And fewer on graves at the end of the strife.