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The **Schenectadian**

Representing the Municipal
Industrial, Financial, Commercial, Educational
and General Public Interests of

Schenectady

The Great Western Gateway



Issued for the   
BOARD OF TRADE
Schenectady, N. Y.
Nineteen - fourteen
By Ben S. Henry 

“When men have a powerful desire and get together for its achievement, big things will be done.” Schenectadians are today getting together to push to successful conclusion the movement for the construction of a bridge and viaduct over the Mohawk River that will give a direct western approach and outlet commensurate with the city’s size and urgent needs. When The Great Western Gateway has become an accomplished fact, Schenectady will stand upon the threshold of the greatest era of its expansion.

BEN S. HENRY

Schenectady, NY Board of Trade

SCHENECTADY

The Only City in the World so Named



(Photo by Dickens Bros.)

Schenectady's Great White Way

The Schenectadian

Portraying
The Advantages, Attractions and Opportunities
of the
Electric City

Issued for the
BOARD OF TRADE
Schenectady, N. Y.

Copyright, 1914, by Benjamin S. Henry



*James F. Hooker, Comptroller, City of Schenectady
President of the Board of Trade*

Schenectady is fortunate in having many social clubs and many charitable and fraternal organizations that are a distinct benefit to the community. It is the home of Union College, the venerable educational institution which, under the able guardianship of its president, Dr. Richmond, is growing yearly, and growing very fast. Our public school system is considered a model, not only by the State of New York, but by other states.

Schenectady possesses a large Board of Trade, that is a force in many fields of activity for the substantial benefit of the city.

The residential districts of Schenectady are beautiful, and are becoming more so every year. The well-kept lawns, the neat houses, the homes of architectural beauty, the broad streets, the magnificent trees and the absolute cleanliness everywhere noticeable tend to make this a most attractive city in which to live.

JAMES F. HOOKER.

FOREWORD

Schenectady, the most beautiful, healthful and rapidly growing industrial city of the east, looks forward with confidence to the future. This great nation of ours in a couple of years will enjoy unexampled prosperity and experience a revival of business and industry that will be both startling and pleasing. Schenectady, with its vast industries, will receive a great benefit and reap a rich reward in this general business revival. It will mean for this city the steady employment of thousands on thousands of skilled mechanics, workmen and workwomen; it will mean more houses, more business blocks—in short, Prosperity!

The deepening of the Hudson, the opening of the Barge Canal and the completion of the Great Western Gateway across the Mohawk at Schenectady mean much for the future growth, beauty and welfare of the city.

We are now developing a very beautiful and comprehensive park system, consisting of several parks, a number of smaller "breathing places," and the beautifying of the river front.



*Horace W. Raymond
Secretary of the Board of Trade*

The Board of Trade must work and strive for the best interests of the city, and of its members. On such a body as ours rests a great responsibility.

HORACE W. RAYMOND.



(Photo by White)

State Street—Part of the Business Section

SCHENECTADY *The Western Gateway.*

The name of Schenectady stands unique in geographic nomenclature. It is the only city of that name in the world. It follows, therefore, that in adopting a lofty ideal of civic life and in "building her future to the best endeavor and accomplishment of her whole citizenship," in striving to make herself unique not only in name, but in the high character of her municipal policies, public improvements and industrial conditions, there is no possibility of other cities, by any confusion of names, receiving credit for her achievements. Conversely, if Schenectady throws herself open to adverse criticism she cannot hope to escape full responsibility in the eyes of the world. But Schenectady has given hostage to her ideals, to the spirit of progress, and is unalterably pledged to advance toward the fulfillment of her destiny.

The fact that within the latter decades of the nineteenth century the Schenectady of today had "arrived" is impressed upon the mind by the cold, unprejudiced figures of the United States census reports, that show a city of 19,902 inhabitants in 1890 bounding forward to a population of 72,826 in 1910. A gain of 12,000 in the succeeding two years is indicated by the postal census of 1912, and it is a conservative estimate to place the present population near the 100,000 mark. The underlying causes of this growth are not far to seek. They are to be found in the strategic advantages of the situation for manufacturing purposes, in the excellence of the transportation facilities at hand, in the attractiveness of an environment that invites home-

building, and, above all, in the broad-visioned alertness of the city's business leaders. Such influences, making possible the first location of the American Locomotive Company, the General Electric Company and other manu-



Board of Trade Christmas Tree, Crescent Park



Seward Place

facturing interests in the city, have continued to be operative as factors in fostering the expansion of these varied industries until, in their present magnitude, they give employment to 30,000 of Schenectady's wage-earners, whose weekly pay envelopes contain, under normal conditions, approximately \$500,000.

Population statistics, however informative, can do little other than convey an idea of the relative importance of the dot that Schenectady now makes on the map of progress. A brief survey of the city's advancement in other directions—in municipal housekeeping, public institutions and commercial endeavor—will prove more enlightening.

LOCATION

Fronting upon the Mohawk River, where that historic stream, in a sweeping curve, turns from its easterly to a northerly course toward its confluence with the Hudson, at Cohoes, Schenectady occupies a crescent-shaped area of about eight square miles. The ground rises gradually from the river front to the low hill crests, giving excellent natural drainage and a topographical conformation lending itself admirably to the laying-out of attractive streets and boulevards and the location of homes in the most healthful and pleasant environment.

STREETS

Schenectady has at the present time approximately 70 miles of paved streets, of different types of modern paving, designed to meet the varying traffic requirements in the several sections of the city. Asphalt predominates, but bitulithic (or stone-filled block asphalt), macadam, brick, cobblestone and granite are also employed. In addition to these paved streets, there is a total length of about 55 miles of highways within the corporation limits now graded or soon to be in process of grading, bringing the grand total up to 125 miles of streets accepted by the city. This mileage, outside of the business center, embraces park-like boulevards and wide, tree-arched avenues that, winding over gentle slopes, reveal at every turn new vistas of beautiful homes, sur-

rounded by spacious lawns, shade trees and banks of flowers and shrubbery. Nor are these several residential sections remote from the heart of the city's business life. The efficient trolley service of the Schenectady Railway Company brings these sections, as well as the out-lying suburbs, within a few minutes of the shopping districts of State, Centre and Jay streets. It is along these last named thoroughfares that are located the large department stores and other shops in all lines of merchandising, that have built up Schenectady's reputation as the foremost trading and shopping center within a radius of fifty miles.

THE GREAT WHITE WAY

To Schenectady belongs the distinction of being one of the first cities of the country to abolish railway grade crossings. It was, moreover, among the earliest, outside of New York, to recognize the value of a "Great White Way" as an agency of business development. The plan of adequately lighting State Street had its beginning as the result of the individual efforts of the merchants. Later taken up by the city, a uniform light of the boulevard type was adopted, and State Street, through the whole shopping section, is now nightly ablaze with light and astir with life. The installation of this lighting scheme has not only added greatly to the attractiveness of the street, but has proved highly profitable in a twofold sense: it has been a large factor in increasing property values and has served to keep trade at home.

PROGRESS IN PUBLIC IMPROVEMENTS

During recent years Schenectady's engineering department has been active in working out and putting into execution comprehensive plans for many public improvements. These include street extensions and paving, parkways and parks, greater efficiency in the water supply and sewage systems and the construction of a sewage disposal plant. The plans adopted have been designed not only to serve the city's immediate needs, but with the view of meeting future conditions as well.

Obtained by means of artesian wells from springs deep underground, Schenectady's



Lenox and Aron Roads

abundant water supply is unsurpassed for purity. The source of supply is near Rotterdam, just west of the city. Improvements on a large scale are now under way, providing new steel mains of larger diameter, additional high-pressure pumps at the Rotterdam station, and other up-to-date devices that will give greatly increased fire protection and a consequent lowering of the fire insurance rate. It is proposed, also, to construct an underground reservoir of 15,000,000 gallons capacity on Bevis Hill.

A new sewage disposal plant has been constructed at a cost of over \$230,000 that embodies the most approved ideas for the sci-

of architecture, its facade, with a colonnade of graceful and stately columns, is impressive in the beauty and dignity of its treatment, and the building as a whole is admirably planned for its purpose.

The Postoffice, at the corner of Jay and Liberty Streets, is another public building of pleasing architecture, both as to exterior and interior. It is of modern construction in every respect, and is equipped for the most expeditious and efficient handling of the mails.

The City Hall, built in 1886, on Jay and Franklin Streets, has long since proved inadequate for the increasing needs of the city's administrative offices. An Annex, adjoining



(Photo by White)

Lower Union Street—The Ellis Residences

tific treatment of sewage. It has a maximum capacity calculated to meet all requirements of a largely increased population. The thoroughly modern and sanitary method of treatment is such that there are no offensive odors nor unsightly features in the plant itself, and it is, therefore, in nowise detrimental to the neighborhood in which it is situated. The city is also provided with a modern equipment for garbage collection and disposal.

the older edifice, has also been outgrown, and several departments are now located in nearby office buildings.

The Public Library is housed in a beautiful and commodious building standing on a grassy terrace facing Union Street, adjacent to the Campus of Union University. The

Schenectady's reputation is built upon the solid foundation of accomplishment.

PUBLIC BUILDINGS

Schenectady's County Building, occupying a commanding position facing Crescent Park, is a structure that has recently been erected at a cost, inclusive of the County Jail, of \$700,000. An adaptation of the Renaissance period



State Armory



Public Library



J. Teller Schoolcraft, Mayor of Schenectady



Commissioner of Public Safety W. W. Wemple



City Hall



City Hall Annex



Corporation Counsel Edward D. Cutler



County Judge Daniel Naylor, Jr.



County Clerk George C. Moon



Surrogate A. M. Vedder



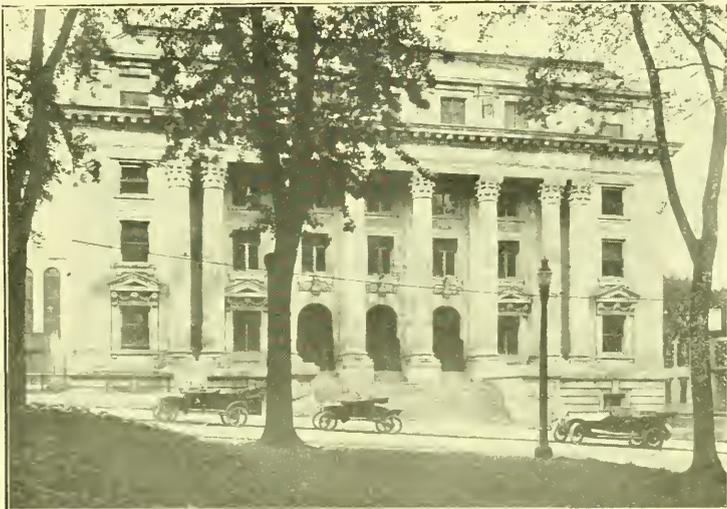
*District Attorney
A. T. Blessing*



*Judge of City Court
Marvin H. Strong*



*John J. McMullen
Police Justice*



(Photo by White)

County Court House



(Photo by White)

Post Office

purchase of the plot was made possible by a generous gift from the General Electric Company. The building was completed, at a cost of \$50,000, in 1903, and was opened to the public in the following year. With a shelving capacity for 50,000 books, the library now possesses upward of 34,000 volumes, including a reference collection covering a wide range of subjects and books for general circulation in all departments of literature. It is also provided with a liberal representation of magazines and technical and trade periodicals. Branch loan libraries and reading rooms, established in public school buildings, have been found to be successful adjuncts to the main library.

BANKS AND BANKING

Financial conditions in Schenectady have always been essentially sound. As the logical banking center of a widely-extended, prosperous surrounding region, and the home of great manufacturing and mercantile interests, its banking institutions rank among the strongest in the country. The thrift and the judicious constructive financial policies of the directing heads of the city's banks and trust companies are evidenced in annually increasing assets and surplus, in regularly declared dividends and protected resources. Unassailably sound as monetary powers, the banks of Schenectady have been one of the chief factors in the progress and upbuilding of every phase of the city's business activities; and, in reflecting to the country at large the solid financial resources of the city, have exerted a telling influence in attracting desirable industries and the capital of discriminating, conservative investors.

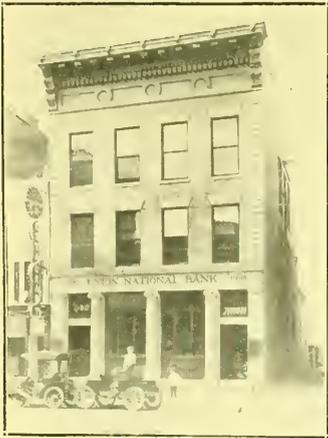
The volume and importance of the city's commercial transactions are accurately indicated by the statements of its banks. Schen-

ectady has five prosperous financial institutions. Its two National banks and two trust companies represent a combined capital of \$600,000; and these banks, together with the Savings Bank, have on deposit, as shown in their most recent available reports, the total sum of \$17,676,201.69.

The Mohawk National Bank is notable as the oldest bank in the city. It was chartered in 1807 and opened its doors for business in the following year. Its first location was in Church Street, near Union. Later the site at the corner of Union and Church Streets, where the Mohawk Club now stands, was pur-



Postmaster Edwin Clute



Union National Bank



The Schenectady Trust Company



Schenectady Savings Bank



The Mohawk National Bank



The Citizens Trust Company

chased and a building erected, into which the bank moved about 1820. Business was carried on at this location until 1857, by which period the large and increasing scope of its transactions necessitated more roomy quarters, and, following the trend of business toward State Street, the institution was removed to that thoroughfare. In 1865 it became a National bank, and through the subsequent years, in times of stress as well as in times of prosperity, it has been recognized as one of the most stable banking institutions of the city. Its capital is \$100,000; surplus and undivided profits, \$214,476.24, and its deposits, \$506,231.86.

The Union National Bank, organized in 1891, received its charter in 1892. From its inception it has been the constant exponent of fundamentally sound banking principles and progressiveness of business policies. Its growth has been such as to give it high standing among the leading National banks of the present day. With a capital of \$100,000, its surplus and undivided profits are \$217,200.32, and its deposits amount to \$1,060,327.81.

The advent of modern business methods, the rise of great industrial organizations, the extension of public utilities, and the development of real estate and commercial enterprises of large magnitude brought into existence Schenectady's trust companies to meet the urgency of the situation. The older of these, the Schenectady Trust Company, is the outgrowth of the Schenectady Bank, a State institution, founded in 1838. The Schenectady Trust Company, which took over the old organization, was chartered in 1902. From the time of its organization it has been a factor



John H. White
Former Mayor of Schenectady

of constantly increasing importance in the city's financial life. Capitalized at \$250,000, the remarkable extent of its growth is evidenced by the fact that its current report shows a surplus of \$62,500, with undivided profits of \$250,458.47, and total deposits of \$4,305,012.98.

The Citizens Trust Company was chartered in 1906. Its administrative officers are men of large and successful banking experience, who command the confidence of the city's business leaders. It has a capital of \$150,000, surplus and undivided profits amounting to \$244,086.42, and deposits totalling \$2,917,286.16.

For the span of more than three-quarters of a century the Schenectady Savings Bank has been a palpable force in promoting thrift among the wage-earners of the city. Founded in 1834, its development has been marked by an uninterrupted increase, from year to year, in the amounts of deposits and the number of accounts. Its one hundred and sixtieth semi-annual report, issued July 1, 1914, shows deposits representing 34,517 accounts, aggregating \$8,887,342.88, with a surplus of \$427,788.95. The bank maintains a Junior Department, designed to encourage children in starting savings accounts.

Tabulating the capital, surplus and undivided profits and total deposits of Schenectady's banks are as follows:



Hough Block

	Capital	Surplus and Undivided Profits	Total Deposits
Mohawk National Bank.....	\$100,000	\$ 214,476.24	\$ 506,331.86
Union National Bank.....	100,000	217,200.32	1,060,327.81
Schenectady Trust Company.....	250,000	312,958.47	4,305,012.98
Citizens Trust Company.....	150,000	244,086.42	2,917,286.16
Schenectady Savings Bank.....	—	427,788.95	8,887,342.88
Totals.....	\$600,000	\$1,416,510.40	\$17,676,301.69



(Photo by White)

A Busy Spot on State Street

THE SCHENECTADY BUILDING, LOAN AND SAVINGS ASSOCIATION

The Schenectady Building, Loan and Savings Association was incorporated in 1880. Since that time each succeeding year has shown a gradually increasing business and accumulated assets and dividends.

The Association's membership now numbers 2,000, who are owners, proportionately, of the assets of \$800,000, invested in first mortgages upon improved real estate—principally homes of its members—in the City of Schenectady or within a radius of a few miles from its limits.

The business has been managed upon a safe, conservative and economical basis, and expenses reduced to a minimum of three-quarters of one per cent. on yearly cash receipts, which is considered comparatively small commensurate with the volume of business trans-

sacted, thus leaving a large percentage of the earnings to be distributed in dividends to shareholders.

The Association has made over one thousand loans, and thus has helped hundreds of people to secure homes or pay off existing mortgages, while hundreds of thousands of dollars have been paid to investing members. Its growth is strikingly shown by the fact that its assets, which, in 1890, were \$12,581.40, had increased by 1913 to the sum of \$810,652.26.

The officers of the Association since its organization have been men of honesty, integrity and ability—men standing first in the affairs of the city, who have entered into the work with keen interest and enthusiasm.

TRANSPORTATION

The growth of Schenectady has not been a matter of chance or accident, but has been due to the governing influences of inexorable economic forces, chief among which must be reckoned the items of location and means of transportation. The city occupies a strategic position in the Mohawk Valley, at the portals of nature's own highway through the great Appalachian mountain barrier. This break in the mountain chain was the determining geographic factor fixing the routes of the railway and water transportation systems that have opened up limitless miles of travel east and west.

These carrier systems embrace the New York Central & Hudson River Railroad—the main line and West Shore—east to New York and west to Buffalo and beyond; the Delaware & Hudson, north to Lake Champlain and Montreal and south to Binghamton; and the Boston & Maine to Boston and other New England points. These railways, with their widely ramifying affiliated lines, their fre-



Interior of New York Central Station

quent and efficient passenger service, the adequacy of their equipment and directness of their routes for freight carrying, place Schenectady at a distinct advantage in the manufacturing world. The present traffic facilities will be increased within a measurably short time by the State Barge Canal, now in process of construction.

Supplementing these means of transportation, electric lines extend east to Troy and Albany, north to Saratoga and Glens Falls, and west to Amsterdam, Johnstown and Gloversville.

—has kept pace, in its service, equipment and trackage, with the growth of the city and the resulting increase in traffic demands. The Schenectady Railway Company, as a matter of fact, has been a principal contributory force in the territorial expansion of the city and has played a conspicuous part in accelerating the march of progress in population, commerce, manufactures and the consequent prosperity of the whole region traversed by its lines.

The corporation, chartered in 1886, was known as the Schenectady Street Railway



(Photo by White)

Schenectady Railway Company's Waiting Room

SCHENECTADY RAILWAY COMPANY

Schenectady's street transportation problem may be said to have had its beginning in 1886, with the granting of the franchise for the operation of a horse car line on State Street. However, this most difficult of public utility problems has never assumed, in Schenectady, so great a degree of complexity as in other cities of rapid development, for the reason that the agency constantly working out its solution—the Schenectady Railway Company

Company; and under its management electric motive power was installed to supplant the horse-drawn cars, in 1891. Four years later the franchise and physical properties of the company were acquired by the present organization, and the task of developing the system and improving its service was begun. Steadily the lines were extended to reach every part of the city requiring transit facilities. In 1901 the lines to Albany and Troy were placed in operation; in the following year the State



A Brown and Son Company's Furniture Store

Street tracks were extended across the Mohawk River and into Scotia; in 1904 the road to Ballston Spa was constructed, and in 1907 was completed northward to Saratoga Springs.

The Schenectady Railway Company now operates 72 miles of road, 30 miles of which are within the local or city fare limit. Its equipment includes 158 passenger cars of the most modern construction, and 60 service cars for various other uses. The passenger traffic of the system has grown from 1,238,371 passengers carried in 1900 to 25,539,242 in 1913.

The company's lines in the city and suburbs form a unified and comprehensive system, giving the most efficient service and bringing every section—residential, shopping and manufacturing—into the closest possible intercommunication. No less satisfactory is the service of its interurban lines. Of these, the Troy and Albany divisions pass through populous suburban regions, at their eastern terminals making direct connections with a network of traction lines covering the entire area of the Upper Hudson Valley, as well as with the palatial Hudson River steamers of the several lines running to New York and intermediate points.

The route of the Saratoga division is through a storied land of rare scenic beauty and great historic interest. Skirting the shore of Ballston Lake, at the head of which is Forest Park, the road enters Ballston Spa, a

noted watering place that, in the early nineteenth century, was the rendezvous of the country's wealth and fashion. Although its springs are today less widely known than formerly, the village still claims the admiration of the summer visitors for its dignified old homes, its broad, elm-arched streets and the charm of its environment. From Ballston Spa the road continues its northerly course to Saratoga Springs, the acknowledged queen of American spas. With its medicinal springs, annually visited by thousands of health-seekers, with the gay social life of its famous hotels and the added crowds that attend the summer racing meet, Saratoga holds first rank among the inland summer resorts of America. At this point the Schenectady Railway Company's line makes connection with the trolley routes reaching Glens Falls, Fort Edward, Lake George, Warrensburg and various other resorts in the Adirondack mountains.

When it is added that the Schenectady Railway Company connects, in Schenectady, with the Fonda, Johnstown and Gloversville electric line, it will be seen that its system gives access to every important locality in the eastern Mohawk Valley and the capital district of the State.

The company's office building and waiting room in Schenectady is one of the handsomest and most commodious street railway stations in the United States, representing the latest word in thoughtful provision for the comfort and convenience of travelers.



Dutch A. Donahue Building

FONDA, JOHNSTOWN & GLOVERSVILLE RAILROAD

Another important electric line running out of Schenectady is the Fonda, Johnstown & Gloversville Railroad, following the Sacandaga route to the Adirondacks. This road is splendidly equipped with fine coaches, and its management is constant in the endeavor to maintain and increase the reputation of the road for efficient and satisfactory service. The line passes through a region famous in history, and links Schenectady with the cities of Amsterdam, Johnstown and Gloversville.

Passing out of Schenectady, the road crosses the Mohawk over the Glenville bridge into Scotia, the suburban village settled by Dutch and Scotch pioneers somewhat earlier than the date of the acquisition of the Schenectady flats from the Indians. From this point westward along the Fonda, Johnstown & Gloversville route the grandeur of the scenery of the Mohawk Valley, with its "Bowlands," its "Hocks" and graceful sweeps, its encircling hills and nestling islands, forms a pageant of marvelous beauty, enhanced by a wealth of historic associations. Speeding westward, Hardin's Crossing is reached, near which, in a picturesque glen, the battle of Buckendaal was fought in 1748, between the Schenectady militia and the Indians. Further along the Valley, across the lands of Maalwyck, stands Yautapuclaberg, a dome 1,385 feet high. Another interesting spot is Wolf's Hollow, a deep gorge leading back from Hoffman's into the Glenville hills. It is particularly attractive to the geologist because

of the remarkable dislocation of the strata of its rock formations. The neighborhood is also rich in fossils. Continuing westward, the road passes through Amsterdam, noted for its carpet and textile industries and famous as the early home of Sir William Johnson; skirts Tribes Hill, from which is had a sweeping view of the river valley; reaches the village of Fonda; swings northward to Johnstown, named for Sir William Johnson, and the seat of his vast baronial estate; and, finally, passes on to Gloversville. From the latter city connections are made to such beautiful summer resorts as Mountain Lake, Sacandaga, Northville and the rugged foothills and deep woods of the Adirondack region.

BARGE CANAL

The State Barge Canal, now nearing completion, will give Schenectady a free waterway of ample proportions for all modern shipping requirements westward to the Great Lakes and eastward to the Hudson River; an additional means of transportation of almost incalculable value to the industries and commerce of the city. The minimum depth of the canal is 12 feet and its least width, at the bottom, is 75 feet. The major part of the system is through rivers and lakes, and in these stretches the average width is 200 feet. "In a general way it may be stated," writes State Engineer John A. Benschel in a recent report, "that the Barge Canal project is largely a river canalization scheme. Previous State canals have been chiefly independent or artificial channels, built in several instances on

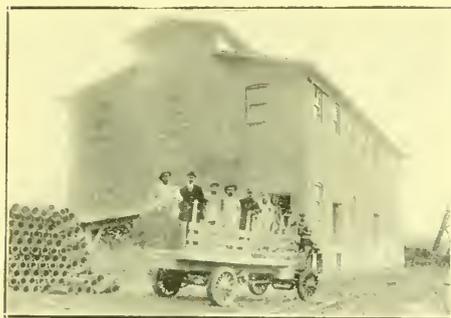
cross-country locations. Now, however, the route returns to the natural watercourses. The bed or valley of the Mohawk is utilized from the Hudson to the old portage at Rome. Then Wood Creek, Oneida Lake and Oneida, Seneca and Clyde Rivers are used, carrying the channel to the western part of the State, where the streams run north, and the alignment of the old channel (Erie Canal) is retained for the new canal."

The dredging and other work along the entire length of the canal, with the construction of the required locks, dams and bridges, has involved problems of almost insurmountable difficulty, the successful solution of which has been a notable triumph of engineering skill.

For the convenience of shippers, terminals, or docks, are located at about fifty towns along the canal route. The terminal at Schenectady is 1,100 feet in length, and, with a channel or harbor 200 feet wide at this point, will provide facilities for the dockage of barges of 1,500 to 2,000 tons capacity. As a compliment to, rather than a competitor of, the railways, the operation of the Barge

Canal will favorably effect Schenectady's industries in more ways than by the materially lower freight rates it will afford during a great part of the year. It will prove an advantageous route for incoming consignments of raw material and fuel, and its utility will be further demonstrated in the added facilities it will give for export shipments, inasmuch as cargoes for export can be loaded on the canal barges at the various manufacturing plants and, forwarded by this all water route direct to New York, can there be transferred to the ocean steamers without the expense of the intermediate agencies of railway shipment and lighterage.

Four hours to New York, six hours to Buffalo, seven hours to Boston, by splendid Pullman trains; a pleasant trolley ride to Albany, Troy, Saratoga, Lake George, the Adirondacks—far-famed pleasure resorts, the capital of the state, the great business and financial centers of the nation—all within easy reach of Schenectady.



Plaster Mill



Office



Stone Mill



Interior of Stone Mill

Part of the Kellam and Shaffer Company's Plant



(Photo by White)

High School

EDUCATIONAL

Schenectady possesses a splendid educational equipment, both along the lines of the usual public and high school courses and in the varied fields of specialized training. In addition to the public schools there are six parochial and two commercial schools. The city's educational advantages are further enhanced by Union University.

PUBLIC SCHOOL SYSTEM

Schenectady has twenty-three public school buildings, most of which, erected within the last ten years, are of the best present-day types. The total value of school properties is \$2,022,143. The Board of Education, after thorough study, has recommended to the city engineer a standard plan of schoolhouse construction that provides for the expansion of the several units by additional wings, to meet future requirements of each neighborhood. The plan also contemplates rooms for manual training, domestic science, branch libraries, a swimming pool, an open-air room and a playroom. Recognizing the value of outdoor recreation to school children, practical consideration has been given, within the past few years, to the physical aspects of education. Many plots have been acquired for school playgrounds and a number of these have been equipped with apparatus. The work of developing a proper playground system will be continued until the city's needs in this direction have been fully met. It is worthy of note that the importance of inspiring the youth of the community with an intelligent civic pride is appreciated by the Board of Education and the Superintendent of Schools. With this end in view, attention is given to the teaching of local history and local geography, and the interest of the school children in these subjects is greatly stimulated by an annual prize of \$100, given by the Board of Trade.

The High School consists of two buildings, situated in Nott Terrace. The original, or

south building, was first occupied in 1903, and the larger, or north building, was completed in 1913. With the opening of the latter, greatly increased facilities for vocational and technical training, advance work in design, illustration, and the like, were afforded.

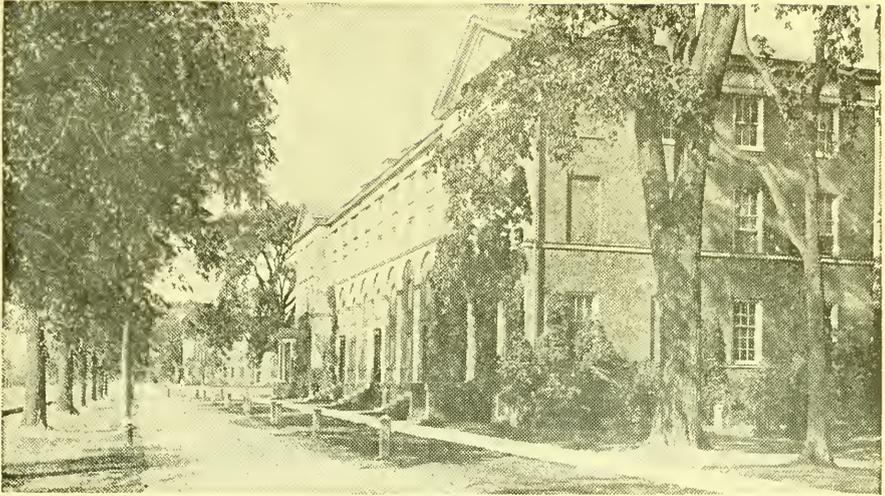
Evening school work is carried on in a number of the elementary buildings and also in the High School building. The work in the elementary schools was organized in 1909, and has since been continuously expanded so



A. R. Brubacher, Ph. D.
Supt. of Schools

that it now includes reading, writing, spelling, English, arithmetic, geography and history, as well as classes in domestic science and in manual training. Classes in English for foreigners are also maintained.

The evening High School was organized in 1903, and has been conducted since that time with increasing success. Courses are given in all High School branches and in civil service subjects. The work includes vocational and domestic science training; and in physics and chemistry advanced classes are provided for men who have had practical experience in the shops of the several manufacturing plants.



"South College"

UNION COLLEGE.

While the people of Schenectady view with satisfaction the material advancement of the city and its high standing among the industrial communities of the country, they are especially and justifiably proud of its rank in the educational world, won and maintained by Union College, which for the span of a century has been numbered among the foremost institutions of higher education in the western hemisphere.

From the time of its organization Union's growth has proceeded steadily along the broad lines laid down by its founders. The outgrowth of an academy established by the citizens of Schenectady in 1785, Union College received its charter in 1795. In a recent address, speaking of the principles upon which it was established, Dr. Charles Alexander Richmond, the present head of the institution, says:

"There were two distinctive features in the founding of Union College. First, it was the result of a popular movement. The funds were provided by popular subscription; and, second, it was established upon the broad basis of religious liberty and Christian unity. Union was the first non-sectarian college founded in this country.

"The non-sectarian college was something new in American education. It is a matter of no small pride that the first college in the Mohawk Valley should sound the note of religious liberty which has become the dominant note in American education."

The site for the college was selected by Dr. Eliphalet Nott, president of the institution from 1804 to 1866, and the land was acquired in 1812. The original plans for the buildings and grounds were prepared by the French engineer, Jacques Ramée. The first building erected was that now known as North Col-

lege, completed in 1814. This, and the South College, built later, conform to the pleasing architectural simplicity of the Ramée designs.

Under the leadership of Dr. Nott, Union's early progress was rapid. By 1825 its student body was numerically greater than that of either Harvard or Yale, and up to the period of the Civil War, with the exception of a few years, it continued to hold the place of honor as the country's largest college. It was the first American institution of learning to place its scientific course on an equality with the traditional classic course—a departure from the established order of things regarded, at the time, as revolutionary in the extreme. Union was also the first college in this country to include a course in civil engineering in its curriculum.



College Library and General Engineering Building



(Photo by White)

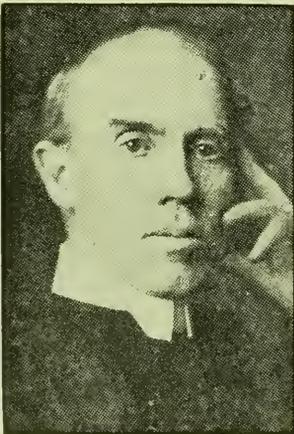
Payne Memorial Gate

The famous grounds and garden of the college, so harmoniously in keeping with the architectural features of its older buildings, are deserving of mention. In the development of the grounds Dr. Nott took a great interest. Under his direction were planted many of the trees—rows of stately elms, black walnuts, honey locusts—that border the paths and drives and shade its grassy acres. In the college garden there towers an ancient elm, which, although its sapling days antedate by several centuries the founding of the college, has long been known as the Nott Elm.

Under this venerable survivor of the forest primeval the annual class day exercises are held, and it "occupies a revered place in the college traditions." The garden in which this elm stands is one of the most attractive spots in the college grounds. Writing of it, Mr. Samuel Parsons, the noted landscape gardener, says:

"Since my visit to Union College, the one memory that persistently stays with me is the quaint old garden; it had so much of the character of a natural, secluded but charming nook in the woods. It was human, too, and very American. No pretense; just a few old-fashioned shrubs with wild flowers at their feet, little stretches of turf and an unpretending brook running through it out into the little valley, lying like an amphitheatre with grand old elms overarching. How fine a combination! I confess I like it better than the old garden at New College, Oxford. I have seen this garden at New College, Oxford, and it is certainly lovely, but I prefer such an American garden as the one at Union College."

Under Dr. Richmond, president of Union during the past six years, the college has entered upon a period of healthy expansion. The present year has opened more auspiciously, probably, than any previous year in its history. The freshman class numbers more students than did the whole college eleven years ago. The enrollment of 475 students, as compared with 273 in 1908, shows a significant gain—and this in spite of higher requirements for admission. Moreover, the regular income has increased in the past decade from \$28,000 in 1904 to \$132,000 in 1914. While still maintaining the usual clas-



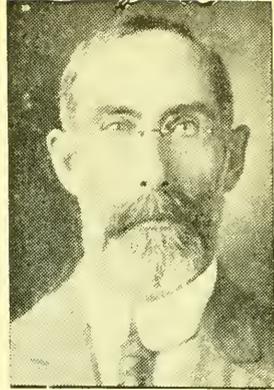
Dr. Charles Alexander Richmond
President of Union College



Dr. John L. Schoolcraft
Head of City Bureau of Health



Joseph H. Clements
Commissioner of Public Works



William B. Landreth
City Engineer

sical and scientific courses in all their thoroughness, its electrical engineering course has become an important feature of its work. Union's department of electrical science offers courses superior to any given in other institutions. It now has graduate students representing Princeton, Cornell, Rochester, Lehigh, Massachusetts Institute of Technology, Pratt Institute, the Imperial College of Shanghai, China, the Royal University of Stockholm, the University of Madras, India, besides many Union graduates.

Concerning the aims and accomplishment of the college, Dr. Richmond, in the address previously quoted, says:

"The big university, the post-graduate school, the educational experimental station, are products of this age. They have their uses, and uses most valuable, but they do not and cannot do the work which colleges such as Union are doing. Greatness is not to be measured by size. Judged by any true standard, Union may justly be called great. The influence it has exerted upon the educational, political and religious life of this state and of the country is hardly to be measured.

"For three-quarters of a century Union College was the goal of the ambitious boys of the farms and village homes of northern and western New York, and there they were trained for service; some of them for great service. In the class of 1800 was Gerrit Y. Lansing, for many years Albany's representative in Congress. In 1806 there was John C. Spencer, Secretary of War and of the Treasury. In 1807 was Joseph C. Yates, Governor of New York. In 1809 was Gideon Hawley, the father of the public schools of this State. In 1810 was John Howard Payne, author of *Home, Sweet Home*. Between 1815 and 1819 there were four boys sent out from Union who became United States Senators. In the same class was Breckenridge, of Kentucky; Alonzo Potter, Bishop of Pennsyl-

vania, and George Washington Doane, Bishop of New Jersey. The class of 1820 sent out Laurens B. Hickock, afterwards president of Union; Taylor Lewis, the greatest classical scholar of his time in America; William Kent, the distinguished jurist, and William H. Seward, Lincoln's Secretary of State. Then came such men as Preston King, United States Senator; Ward Hunt, Justice of the United States Supreme Court; John Bigelow, Minister to France; Robert Toombs, Secretary of State for the Confederacy; General Halleck; Chester A. Arthur, President of the United States; Governors of Georgia, Wisconsin, Pennsylvania, South Carolina, New York, Massachusetts, Wyoming; Senators, Members of the Cabinet, Foreign Ministers, Justices and Representatives.

"In the field of education, there are colleges in every part of the country that owe their success, if not their very existence, to the colleges of the Mohawk Valley. Especially is this true of Union. Out through this valley, as through a gateway, went the pioneers of education into newer communities, and wherever they went they made their mark upon the intellectual life of the place."

PAROCHIAL SCHOOLS

The parochial schools of Schenectady are an important part of the educational system of the city. They are six in number, four Catholic and two German Protestant schools, as follows: Deutsch Evangelische Friedens Kirche, St. Adelbert's School, St. John's School, St. Joseph's Academy, St. Mary's School and Church Parochial School.

SCHENECTADY BUSINESS SCHOOL

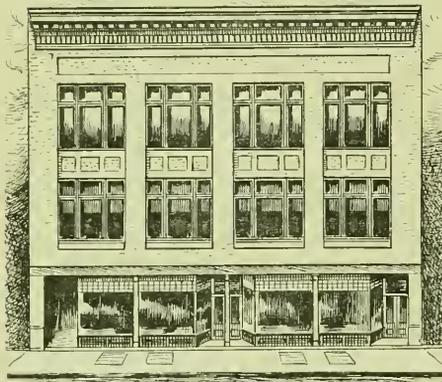
The Schenectady Business School was established in 1807 by Mr. W. F. Fitzgerald, C. S. R., and is now, therefore, in its eighteenth year of successful work. It is conducted under the personal supervision of

Mr. Fitzgerald, whose long experience and practical knowledge in all branches of business instruction have peculiarly fitted him for the responsible position of principal of such an institution. Mr. Fitzgerald is one of the best known expert court, convention and general stenographers and experienced business teachers in the State. He holds the degree of certified shorthand reporter from the State Educational Department.

The faculty of the school, in addition to the principal, includes a competent and experienced chief instructor in all departments, which include full commercial and shorthand courses.

NEWSPAPERS

Schenectady's daily newspapers measure up to the highest standards of present-day journalism. The *Schenectady Gazette* is the morning daily. Aply edited and thorough and accurate in its news presentation, it has achieved a solid reputation as a paper of distinctive individuality, impartial in reflecting and analyzing current events and opinion. The city's evening newspaper is the *Schenectady Union-Star*. Its alert and enterprising management has been successful in keeping its columns bright and teeming-full with all the news of each day's happenings, told in concise, reliable form. With several afternoon editions it comprehensively covers the local and general news fields. The *Knickerbocker-Press*, one of Albany's leading newspapers, maintains a Schenectady office and issues a Schenectady edition daily and Sundays. It has a large circulation in the city and the entire capital district, and has become an established factor in the newspaper life of Schenectady. There are also a number of weekly journals, published in the interests of various organizations, and others for foreign-speaking residents.



Schenectady Business School

In order to provide suitable quarters for the rapidly-growing enrollment of this school, Mr. Fitzgerald has constructed a building suited to the requirements of a modern business school. The rooms are light, well-ventilated and arranged for efficiency in securing results. The whole of the second floor is devoted to the use of the school.

The entire furnishings and equipment of the school are new and thoroughly modern. Individual adjustable steel desks are installed, and thirty new typewriters and typewriter tables have been added. The model office contains filing cabinets, multigraph and dictating machines.

SPENCER'S BUSINESS SCHOOL

Under the principalship of Mr. C. C. Guyott, Spencer's Business School has gained a prominent place in the realm of commercial instruction in Schenectady. Its courses embrace the usual branches of business training—shorthand, bookkeeping, commercial law and related subjects.

RELIGIOUS INSTITUTIONS

Schenectady has something over sixty churches and places of worship. Owing to the cosmopolitan character of the population, these represent a great variety of religious belief. Many of the churches are imposing structures of striking architectural beauty.

With a membership of 2,000, the Schenectady Y. M. C. A. is a palpable force for good in the city. The association's building in lower State Street is equipped with all modern athletic apparatus, reading rooms, a restaurant, and other features, making it an ideal club and place of recreation for the hundreds of young men employed in the various large manufacturing plants. Within the past year improvements in the interior arrangements of the building have been in progress, costing in the neighborhood of \$25,000. These include



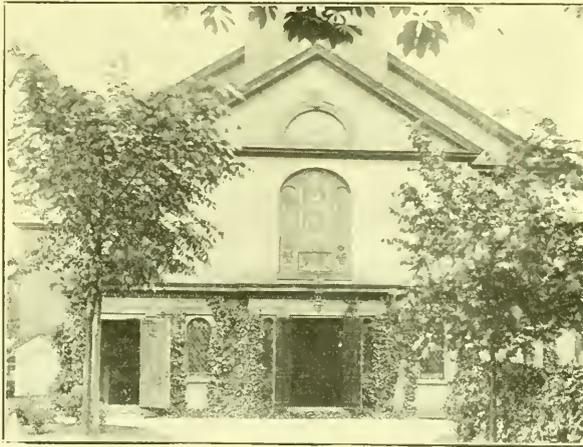
Old Ladies' Home



St. George Protestant Episcopal Church



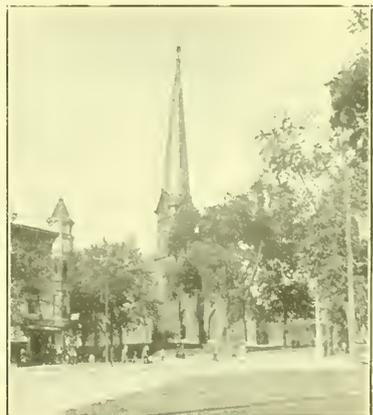
First Reformed Church



First Presbyterian Church



St. John's Roman Catholic Church



First Methodist Episcopal Church



(Photo by White)

Ellis Hospital

a swimming pool, bowling alleys and the enlargement of the gymnasium.

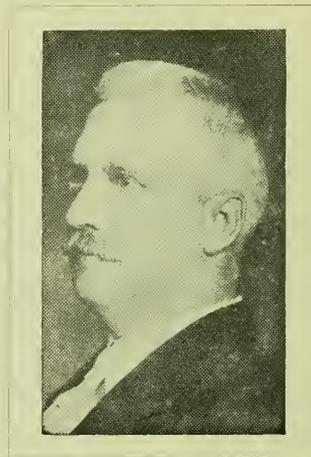
A little further along State Street the building of the Y. W. C. A. opens its ever-hospitable doors. Home-like and restful in its outward aspect and comfortable in its appointments, it offers a pleasant family life to both occasional and permanent lodgers. Attention is given to physical training; and night classes in various branches, such as German, elocution and dressmaking, are maintained. A movement to equip the building with a swimming pool is now under way and funds needful for the purpose have been assured.

The W. C. T. U. also owns its building, and in its home convalescent women, or those seeking employment, or for other reasons needing shelter, are cared for without charge. In many other directions the organization exerts an uplifting moral influence.

ELLIS HOSPITAL

On the heights of the northern section of the city, and surrounded by broad, sweeping lawns that slope gently to the Boulevards, stands Ellis Hospital. This institution, which represents, in its aims and accomplishments, the humane aspirations of two generations of the best elements of Schenectady's citizenship, is the outgrowth of a movement started in 1885 to provide the city with a public dispensary. A bequest of the late Charles G. Ellis, in the sum of \$25,000, together with a number of minor contributions, made possible the erection of a hospital building (the structure now used as an annex to the City Hall), the equipment and furnishings for which were given by the General Electric Company and the American Locomotive Company. The new hospital was opened in 1893. An en-

dowment of \$25,000 provided for in the will of Dr. Robert Fuller formed the nucleus of a maintenance fund which has since been augmented from year to year by many other voluntary gifts and bequests; and especially in recent years by the efforts of the Women's Auxiliary organization. In consequence of the rapid growth of the city, the necessity for larger quarters becoming imperative, the present site was purchased in 1903, and work begun on a new building, which, when completed in 1906, gave the city one of the most completely equipped as well as one of the largest hospitals in the State of New York. In 1913



Gerardus Smith
President of Ellis Hospital, The Daily
Gazette Company and Schenectady
Trust Company



Mercy Hospital

a fund was raised by popular subscription to build an additional wing to the hospital. This addition, now completed, is a 40 x 134 foot structure, three stories high, and provided with a sheltered roof-garden for convalescents. The improvement, with an addition to the Whitmore Home and School for Nurses, maintained on the hospital grounds, cost in the neighborhood of \$75,000.

MERCY HOSPITAL

Serving no less useful purpose is Mercy Hospital, situated in the heart of the city. Organized in 1907, it was known during the

earlier years of its development as the Physicians Hospital. Later its work was carried on for a time by the Sisters of Mercy. In 1913, however, the Mercy Hospital Society was incorporated and the service of the institution has since been conducted by this organization, under the State laws governing charitable institutions. A considerable percentage of Mercy Hospital's work is of a purely charitable character, while a still larger proportion may be classified as semi-charitable, inasmuch as service is extended to persons of limited means at a merely nominal rate.



Glenridge Sanatorium



*The Governor Yates House in Loceer Union Street
Built in 1735*



(Photo by White)

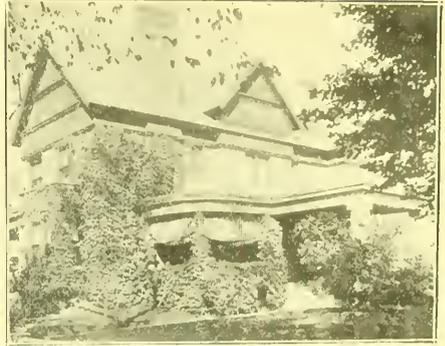
Home of James F. Hooker—Avon Road



Home of George W. Van Frank—Union Avenue



Home of George E. Emmons—Union Avenue



Home of Willis T. Hanson—Union Street



Home of John F. Horman—Wendell Avenue



Home of Joseph A. Field—Union Street



Home of Dr. Chas. C. Duryee—Union Street



Crescent Park

PARKS

In common with many other American cities, Schenectady has been late in making a start in the work of establishing a system of parks. It has suffered less than most cities by the delay, however, inasmuch as no loss of available park lands, desirably situated and easy of development, has resulted. Up to the present time the imperative need of parks has scarcely been felt. The city has practically no extended districts of population congestion and no slums. Most of the residential streets are broad thoroughfares, bordered with shade trees, and in some instances decoratively parked. In the downtown section, Crescent Park, a large, well-kept oval, affords a restful open space, only a step distant from State Street's busiest blocks. Situated on slightly ascending ground, its lofty elms are visible through the whole extent of the shopping district. The various lines of the city and interurban trolleys converge toward, or circle around, this oval, which, because of its central location, always presents a scene of great animation. Light and air, the first requisites of healthful living conditions, have not, so far, been wanting in Schenectady. Furthermore, within the city limits and convenient of access, there are a number of natural parks open to the public. These several extensive areas, with their fields of greensward, pine-crowned knolls and woodsy dells, stand invitingly ready for the skill of the engineer and landscape gardener to transform them into beautiful pleasure grounds.

Steps have already been taken looking to the development of portions of these natural parks. An appropriation of \$60,000 has been made and is available for the initial expense of the work now under way. Three tracts have been acquired by the city. The largest of these, consisting of 140 acres, lying east of McClellan Street and south of Eastern Avenue, is admirably adapted for park purposes. Its gently rolling, terraced hills are covered with a growth of pine, and in the depressions

maples, oaks and birches are found. Through the whole extent of the park lands winding woodland paths lead the stroller among scenes of exquisite natural beauty. The second of the tracts acquired is 60 acres in area, and is situated in the picturesque glen known as Cotton Factory Hollow, the steep slopes of which are heavily wooded. Between these slopes flows the little stream forming the outlet of Brandywine Lake. The third plot is a river-edge strip of land of three and one-half acres, lying between Ingersoll Avenue and the Scotia Bridge, having a most pleasing outlook upon the Mohawk River and commanding a sweeping view of the green hills beyond. When improved it will form an attractive recreation ground for those interested in aquatic sports.

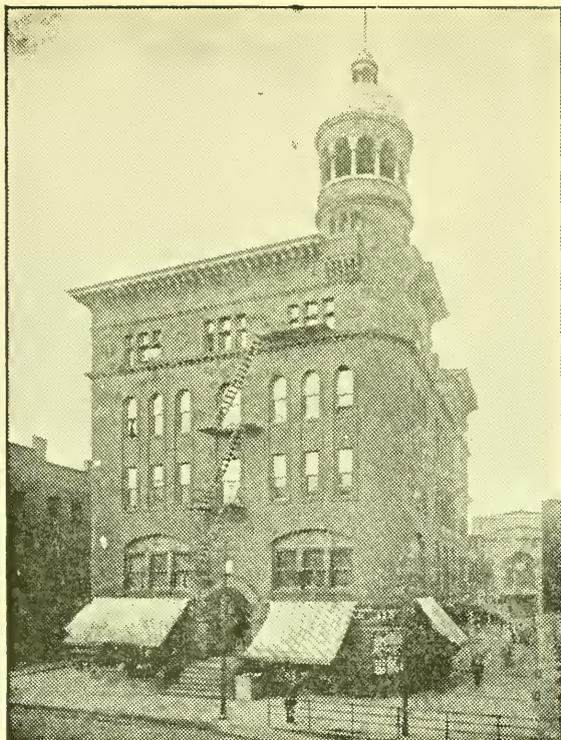
Other needed improvements now engaging the attention of the public are the widening of important cross-town streets, such as Lafayette and Jay Streets, and the extension of the latter beyond State to Smith Street. The width—or, rather, narrowness—of these thoroughfares was determined long before the city's business and street traffic had reached their present proportions. The expansion of the retail district transformed Jay Street into a business street some years ago. With the growth of business the merchants are now feeling the hampering effect of the traffic congestion and lack of ready access, due to the limited width between curbs and the narrowness of the sidewalks. The solution of this problem is strongly urged for the consideration and action of the city authorities.

HOTELS AND RESTAURANTS

Although Schenectady is essentially a city of homes and homelife, hotel accommodations and places of transient sojourn are by no means lacking. Excellent hotels, bachelor



*Comfort Station and Band Stand,
Crescent Park*



Edison Hotel

apartments, comfortable boarding-houses and a great variety of restaurants and cafés are available in and near the central business section of the city. Located nearest to the New York Central passenger station is The Edison, a hotel with equipment that includes every modern convenience, with superior cuisine and obliging service. It is provided with several large, well-lighted sample rooms for the use of commercial travelers. The Mohawk Hotel, in South Centre Street, near State, has long been known for the exceptional comfort and the up-to-date character of its appointments. It is now in process of being greatly enlarged, and when the improvements have been completed the Mohawk will be more than double its present size. The New Vendome, conveniently located on State Street, near the railway stations, always enjoys a full share of the patronage of the traveling public. The Hotel Foster is a residence hotel, situated near Crescent Park. Glenn's, also on State Street, is Schenectady's restaurant *de luxe*. It is noted for its a la carte dinner service, and is a favorite resort of refinement and charm for after-theatre suppers. Thalman's, near Crescent Park, is an especially attractive place, much in vogue for daintily-served luncheons, afternoon teas, special dinners, and light refreshments. There are also The

Crown, St. Clair, Wilson, and many other smaller hotels, grill-rooms and restaurants catering to the tastes of all classes of patrons.



Hotel Vendome



Masonic Temple—Church Street

CLUBDOM

Schenectady's club life is represented by a number of social and athletic organizations. The oldest and most important of these is the Mohawk Club, whose home is the spacious and dignified mansion at Church and Union Streets. The club has a large membership, composed of business and professional men of social prominence. The city's foremost organization in the field of outdoor sports is the Mohawk Golf Club. On its grounds—a tract of 100 acres—it maintains a handsome clubhouse, and, in addition to the golf links, has tennis courts, shooting traps and equipment for winter sports, such as curling, ice skating and tobogganing. Among the leading clubs and associations in addition to the foregoing are the Adelpi Country Club, the Schenectady Boat Club, Edison Club, Locomotive Club, Mohawk Power Boat Club, Northern New York Club, Woman's Club, Schenectady Automobile Club, and the Schenectady County Fish and Game Protective Association.

Other of the city's notable societies are the Academy of Medicine, the Schenectady Bar Association and the Schenectady County Historical Society.

In the realm of fraternal and beneficial organizations, practically all of the well known national orders or lodges have their local units in Schenectady, active in their several spheres of usefulness.

THEATRES

The playgoer of Schenectady has opportunity to see a varied range of the best plays of each season. The Van Curler is the leading theatre of the city, and its offerings include the most successful productions in drama, comedy and light opera, presented by full casts and stars who have won popular favor in long metropolitan engagements. Proctor's is a new house of admirable construction and large seating capacity, showing daily vaudeville bills of the highest character. The Mohawk, formerly the home of burlesque, is open to various attractions. Other than these there are a great number of smaller houses devoted to the omnipresent "movies." In all of the theatres the city fire regulations, safeguarding the lives of patrons, are stringently enforced.

CONVENTIONS

Concerning the advantages to be derived from having the conventions of various organizations held in the city, Secretary Raymond, of the Board of Trade, says, in his current annual report:

"The more conventions we can have, the better. Nothing advertises the city more effectively than to have numbers of people with us from every section of the state. Schenectady, noted for its hospitality, is always glad to welcome delegates and societies."

In the summer of 1914 Schenectady's claim to be considered a "convention city" was established by the unqualified success achieved in entertaining the delegates and visitors to three notable gatherings. These were the Annual Encampment of the New York United Spanish War Veterans, the New York State annual convention of the Knights of Columbus, and the convention of the New York State Federation of Labor.



Mohawk Golf Club



Knights of Columbus Hall

REAL ESTATE

Among all classes home-owning has become a habit in Schenectady. A large proportion of the workmen employed in the city own their homes. Following almost any street or avenue to the city limits, block after block of well-built, comfortable homes are to be seen, each surrounded by its neatly trimmed lawn, ornamental shrubs and shade trees—the unmistakable “outward visible sign” of the pride of ownership. All the outlying districts are easily accessible by trolley, and in many of these sections even the unskilled workman can, with reasonable thrift, become the owner of a house with a lot large enough for a bit of garden. With wages of both skilled and unskilled labor higher, on the average, than in other manufacturing centers, and with general living conditions more favorable, there is a constantly growing tendency among the wage-

earners of Schenectady to regard the city as their permanent home. Apart from the advantageous industrial and living conditions, an additional incentive to home building is found in the natural attractiveness of location. Few cities of its size have so great a number of beautiful residences, placed in so charming an environment. These homes, with their extensive grounds, give to the portions of the city in which they are situated the appearance of exclusive residential parks. The beauty spots have, however, by no means been preempted by the wealthy citizens alone; in every residential section there are well-paved, tree-shaded streets available for those of moderate means.

Real estate conditions in Schenectady are sound. There has been no speculative inflation of values, and the advance has been based



*Charles G. McDonald
Grand Knight, Knights of Columbus, Council 201;
Manager of the Van Curler Theatre*



*Robert Glenn, Jr.
Proprietor of Glenn's Restaurant*



Union Street, Above Brandywine



The Boulevards

upon the solid foundation of the steadily-increasing industrial and commercial development of the city. Real estate investments have, therefore, proved safe and profitable; and as the industrial and commercial activities now, as heretofore, are on the upward trend, and as the increase in population is certain to continue, there is hardly a remote possibility of any halt in the city's expansion.

While there has been no great movement toward the multiple dwelling in the strictly residential portions of the city, the two-family house has found favor with the home-buyer who seeks to lessen the carrying costs of his investment by renting a part of his dwelling. There has also been marked activity in the past few years in the building of detached single-family houses.

The tendency toward home-owning has been fostered by the operations of several land development companies, that, by their improvements, have paved the way for the building up of a number of the most desirable sections of Schenectady. Among the building tracts now under improvement may be named the development of W. Garner Bee, known as the Boulevard Home Sites, on the northeastern border of the city. Occupying high ground in near proximity to a most exclusive boulevard section, this development has every advantage of altitude, excellent drainage, beautiful surroundings and ease of access. Homes of a modest artistic character and others on more pretentious plans have been built, while

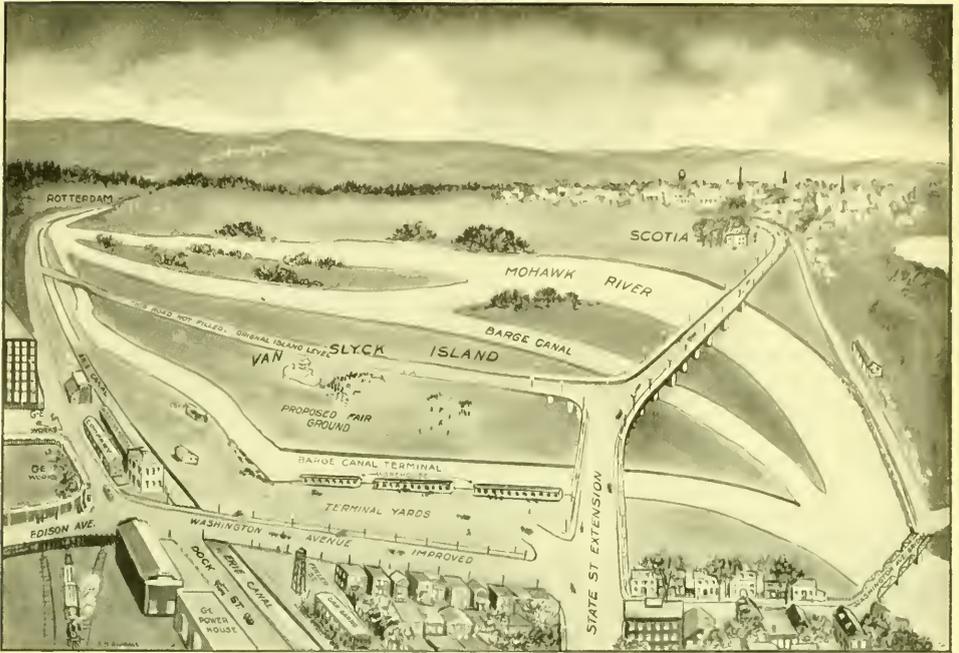
many more are planned for erection in the near future. Other extensive plots, the development of which has been a factor in determining the trend of the city's expansion, are those of the Chadwick-McDonald Realty Company. One of these is adjacent to the newly-acquired park on McClellan St., near Eastern Avenue. This tract has all city improvements; its broad streets are being beautifully parked, and it has, therefore, taken on definite character as an attractive, restricted residential neighborhood. A suburban development of this company, known as Woodlawn, is situated on the Albany line of the Schenectady Railway Company. On this plot, which is over 200 acres in extent, sixty dwellings have been built. In many other directions the city is pushing out along the trolley lines and automobile roads into its pleasant suburban zone.

There has been considerable activity within recent years in the building of attractive apartment houses in the central portion of the city. These structures are all of modern types, meeting, in their arrangement and equipment, every requirement of families preferring this mode of life. The growing demand in this direction is being met by the erection of additional apartment houses each year. Rentals are exceedingly low, considered in relation to the values given.

The city has also entered upon a period of modern construction in office and business buildings.



Boulevard Home Sites



Prospective "Great Western Gateway"

THE GREAT WESTERN GATEWAY

(Means a boulevard bridge from the highlands of Schenectady to the highlands of Glenville—one which will place the tide of travel forever above the Mohawk floods and which will eliminate the intolerable conditions that past generations have been forced to endure—a bridge befitting and becoming the historic and commercial importance of the State of New York.)

It is peculiarly appropriate that the readers of this book, descriptive of the Electric City, should glance for a few minutes at a short synopsis of the movement that has taken the name that the Indians had in mind when they called the locality on which the Electric City now stands, Schenectady—The Gateway.

Indian names were always significant and full of meaning. By the tribes that lived here 200 years ago this spot was always termed The Gateway—the only opening at water level in the great Appalachian range of mountains for hundreds of miles. That is what the word Schenectady means, and what it is—The Gateway between the east and the west.

For over 100 years the only means of entrance or of egress at Schenectady has been the old Scotia bridge, so named because it is now owned by the village of that name, which the bridge connects with Schenectady by means of a narrow dyke one-half mile in length. Built in 1806, it was then considered a marvel of workmanship. It has been built three times within the last forty years, though today, after 108 years of service, the old stone abutments laid in 1806 are still in use.

During the first seventy-five years of the history of this section the old bridge answered every demand. Schenectady was a finished product, an old Dutch town, the joke of newspaper paragraphers. Scotia was a rambling little hamlet, and nothing more; and the farmers of Glenville drove their fat, lazy horses across the bridge to market and bore uncomplainingly the annual floods that year after year swept everything before them.

In 1882 there came a change. The Edison General Electric Company began operations in two small shops, out of which has grown the present great plant of the General Electric Company that is known by its products all over the civilized world. By 1890 the population of Schenectady was a scant 20,000, but the growth of the next decade doubled the population, and the old Dutch village emerged from its chrysalis state into the most rapidly growing city in the state.

The city grew, as did the village of Scotia. Today Schenectady and its suburbs form a metropolis of 105,000 people. The tide of traffic across the old bridge doubled, quadrupled, and then doubled again. With the birth of the automobile the demands on the bridge grew by leaps and bounds. In 1901 trolley tracks were laid across the old abutments, and today not only do the cars of the Schenectady Railway Company use the bridge, but the great, modern interurban cars of the Fonda, Johnstown and Gloversville Railway add to the density of the traffic. The old struc-

ture was not strong enough to meet the demands of modern traffic, as it had already been restricted to loads of four tons, and a new superstructure was necessary to carry this greater weight of these two widely-used interurban lines.

There are two great projects that are linked together in the minds of the residents of New York State. One of these is the Barge Canal, now rapidly nearing completion, which, when finished, will revolutionize commerce through the low water rates that will be possible, added to the fast freight service which is already provided for. The second is the Deeper Hudson project, which embodies the deepening of the Hudson River from New York to the head of navigation for large boats, a plan that has already received the endorsement and support of the best United States' engineers, and which, it is believed, will be an accomplished fact within the next few years.

There has been located in Schenectady by the state engineers what will be one of the largest Barge Canal terminals in the state. This will of necessity make Schenectady one of the most important ports in the entire state, for, according to the Barge Canal statisticians, Schenectady will rank next to the city of Buffalo in the amount of tonnage and in the value of the products which she will ship over the Barge Canal. Inseparably linked with the Barge Canal and Deeper Hudson projects is the plan for the Great Western Gateway bridge across the Mohawk at Schenectady. It is proposed to erect a structure running from the foot of lower State Street, Schenectady, across the islands in the Mohawk River, crossing the Barge Canal and Barge Canal terminals, the Mohawk River and over to the highlands of Scotia, a bridge that will forever lift the tide of travel above the flood conditions which mark every recurring spring, and which will forever eliminate any interruption of traffic in this end of the Mohawk Valley.

This bridge will do more than that—it will open up to the entire Mohawk Valley a hitherto undeveloped avenue of commerce that will bring the merchants, the manufacturers and the farmers for fifty miles up the valley within easy trucking distance of Schenectady and the splendid shipping facilities that will then mark this city. The thousands of farmers in eastern New York will find that they have a ready market for their produce in Schenectady; they can take advantage of the cheap water rates and put their butter, eggs and produce on a fast freight truck today with the knowledge that it will be on sale in New York the next morning. Scores of merchants are already availing themselves of this quick method of shipping freight, and with the new bridge spanning the Mohawk River, it will open up new markets and new possibilities in the line of agricultural and business development hitherto undreamed of.

The value to any community of a bridge connecting different sections and making transportation and the shipping of products easy of accomplishment, cannot be over-esti-

mated. The city of New York has spent millions of dollars in connecting Manhattan Island with Brooklyn and New Jersey. The numerous bridges, and these together with the Hudson River tubes, have been responsible for the marvelous development that has marked the last decade in New York's history. Eliminate these bridges and New York becomes an island, only to be reached by ferries or by steam train. At this time a plan is being considered to build a bridge from the upper portion of New York across to New Jersey at a cost of about \$30,000,000, which will be borne by both states. These facts give some slight idea of the commercial and industrial value which these structures have.

It is for this that Schenectady is planning this great structure. She is looking to the future, and the next decade will see Schenectady a metropolis of 125,000 people. Judging the future by the past, if the marvels that Schenectady has shown during the last twenty years shall continue for the next two decades, Schenectady will have a population in 1934 of very nearly 200,000 people. This bridge



Scotia Bridge

is planned not for the next twenty years, but for the next 100 years. It will stand at the entrance of the Mohawk Valley, as it will stand at the entrance of the Electric City, a beautiful structure, typifying the progress that has lifted Schenectady out of the sleep of 200 years into the most marvelous commercial and industrial development of any city in the entire state.

The traveler in Europe notices among the first objects of interest the beautiful bridges which have been scattered with a lavish hand all over the continent, bridges that have cost millions of dollars, but which have more than repaid the initial cost by the rapid development of the great arteries of commerce hitherto unexplored to which they lead. They thus serve a double purpose, serving not only to develop sections which they connect and bind together, but they are the delight of architects and artists all over the world.

We believe that within the next few years the traveler who enters the Mohawk Valley from the east will find as he leaves Scheneec-

tady a beautiful bridge, that will be a monument to the progress of the city; which will serve as an entrance across the Mohawk River into the beautiful Mohawk Valley, rich in historic memories, but richer still in the enthusiasm of people who, by industry and progress, have made this section one of the most important commercial and industrial sections of the entire state.

THE DEEPER HUDSON

With the completion of the State Barge Canal now in sight, Schenectady business men are taking a keen interest in the Deeper Hudson project, and may be counted upon to give their hearty support to this movement, which is of very great importance to the city's manufacturing and shipping interests.



*John F. Horman
Of the H. S. Barney Co.*



*Chas. H. Benedict,
Asst. Supt. Public
Wks., State N. Y.*



*James C. McDonald
Commissioner, Board of Claims*



*Horace S. Van Voast,
Former Mayor of
Schenectady*



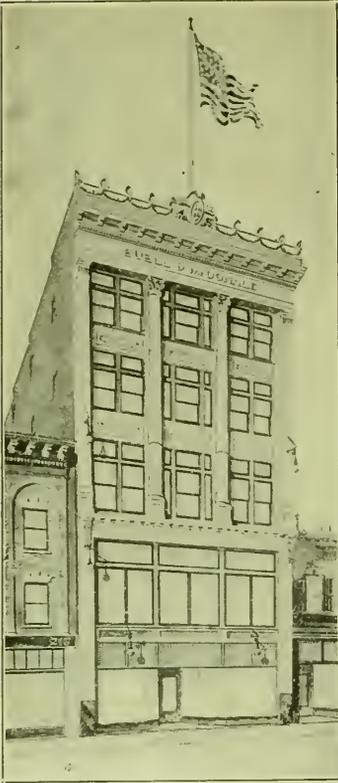
*Henry S. De Forest
Former Congressman*



Attorney L. M. King



*James H. Callanan
Pres. Schenectady Union Pub. Co.*



Burt and M. Donald Building



Hotel Foster; A. L. Stevens, Prop.



The Mynderse; A. L. Stevens, Prop.



The Seneca; A. L. Stevens, Prop.



The Illuminating Building—Offices of the Schenectady Illuminating Co. and the Mohawk Gas Co.



The Livingston; A. L. Stevens, Prop.



Bachelor's Hall, A. L. Stevens, Prop.

INDUSTRIAL AND COMMERCIAL



General Electric Company's Plant

THE GENERAL ELECTRIC COMPANY

It was in 1892 that the Edison General Electric Company and the Thomson-Houston Company were united to form the General Electric Company, with headquarters in Schenectady, where the first-named of these organizations had then been located for six years.

With the establishment of its main office at Schenectady, the business of the General Electric Company began to grow at a wonderful rate. To handle economically the increased business, new shops were built, improved machinery was installed, and both office and factory systematized to a high degree. From this time on the policy of the company was ever to keep the factory equipments and methods up to such a high standard that all orders, whatever their magnitude, could be filled with dispatch and thoroughness.

Building No. 10 and about half of what is now building No. 12 constituted the original factory of the Edison Company in 1886. From this beginning the Schenectady plant has enjoyed a wonderful growth. It is now the company's largest and best-equipped plant, with a total ground area of 335 acres, a total floor space of nearly 5,000,000 square feet, or about 115 acres. Nearly 20,000 people, the population of a city, find employment within its gates. The largest building is 295 feet wide, 800 feet long and has a total floor space of 400,000 square feet. Besides this mammoth factory building there are about fifty other large buildings and nearly a hundred smaller buildings. The main office of the company is a handsome structure seven stories high, and housing a force of nearly 2,000 employees. Other offices are scattered throughout the plant in touch with the manufacturing end.

The Schenectady plant is mainly devoted to the manufacture of the largest electrical apparatus. Some idea of the capacity of the works may be obtained from the following statement of production for the year 1912:

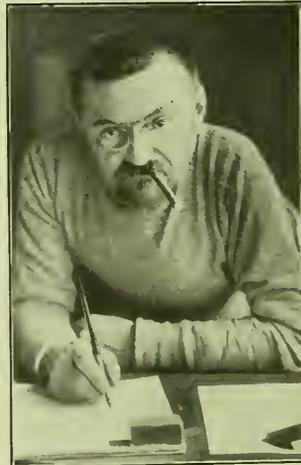
	No.	Kw.	Capacity
Generators and motors....	3,222		835,600
Steam turbines	106		399,000
Induction motors	15,411		575,000

	No.
Compensators	18,391
Railway motors	4,183
Projectors	213
Air compressors	2,886
Switchboard panels	11,859
Mining locomotives	322
Wiring supplies....	19,268,300 pieces

Installed in the plant are approximately 9,500 machine tools, 210 traveling cranes, and 7,000 motors, which, for the most part, drive individual machines. More than 3,000 arc and hundreds of Mazda lamps are used to light the buildings and grounds. There are two power stations, with a total normal capacity of 20,000 kilowatt. In addition to this, water power can be drawn upon to an extent of 10,000 kilowatts.

Perhaps the most important product of the Schenectady plant is the Curtis steam turbo-generator. In the great turbine shop are built steam turbine-generators ranging in capacity from 400 to 35,000 horsepower.

A great many novel processes are carried on at the plant. Perhaps the most interesting of these are the porcelain works; the rubber



Charles Proteus Steinmetz, Chief Consulting Engineer of the General Electric Company; Professor of Electrical Engineering of Union University



Research Laboratory

works, where the crude rubber is worked up into insulating material and formed as a covering to the conducting wires; the enameling and lacquering rooms; the manufacturing of various insulating materials; the wire and cable department, and many others just as interesting.

In the new research laboratory a large staff of engineers, chemists, scientists and assistants conduct the greater part of the experimental work which is so valuable to the company and so important to the world in general. The laboratory is one of the best, if not the best, of any commercial laboratory in the business world.

A distinctive development of the laboratory is the new wire-drawn metal filament Mazda lamp, which gives three times the light of the old carbon incandescent lamp.

A corps of chemists and physicists, and other technical experts, in the research laboratory, are engaged in constant original investigation and are in close touch with the great experimental and technical laboratories of the world.

The streets throughout the Schenectady plant throb with life and activity. Electric engines are pulling loads of machinery from building to building; employees are hurrying about; horses and automobiles help to make it appear like a busy city. Building after building is devoted to the manufacture of motors and generators. In one of these, several of the largest induction motors in the world, 6,000 horsepower machines, were turned out for the Indiana Steel Company, at Gary, Ind.

In the turbine building the Curtis steam turbo-generators are built. This immense

shop has over eleven acres of floor space under one roof. Here the mammoth turbine generators, the largest of which are capable of delivering 50,000 horsepower from a single unit, are built and erected. During the year 1911 turbo-generators of an aggregate capacity of nearly 500,000 horsepower were sold for use in this country, England, Germany, South Africa, Cuba, Mexico, Japan, Brazil, New Zealand, Siam, Peru and Spain.

One of the largest buildings is devoted to the construction and equipment of electric locomotives. The types of electric locomotives made there are similar to those now in use on the New York Central & Hudson River Railroad and other steam roads recently partially or wholly electrified.

The brass foundry gives constant employment to upwards of 150 men. Healthful working conditions, as well as the use of improved machinery, combine to bring about the most efficient production.

The iron foundry contains a floor area of about 180,000 square feet, and there are in addition numerous sheds for the storing of foundry supplies, of sand, coke, etc. The weekly output is at present about 600 tons of finished castings.

The switchboard department now employs over 1,800 men and occupies over 100,000 square feet of floor space. Complete switchboards, in size from the single panel board for isolated power stations, to the controlling apparatus for control stations of 50,000 kilowatts capacity, are manufactured and assembled at the Schenectady works.

More than a thousand women are employed in making sockets, switches, cut-outs, fuses, panel-boards and other wiring devices. The

lighting, ventilating and other arrangements are such as to enable these employes to work under the most favorable conditions.

The drafting department is probably the largest in the world. The making of the numerous drawings used in the manufacture of the company's wares is an industry in itself. Nearly a thousand are employed at this work, including the draftsmen, and about 250 clerks and stenographers necessary to handle the detail routine. An idea of the extent of this work is given in the figures for 1911, when nearly 30,000 new drawings were made at the Schenectady plant, 34,712 drawings were changed, 9106 new small part drawings were made, 5,678 small-part drawings were changed, and 514 drawings were retraced.

One of the most conspicuous buildings at the plant is that for pattern storage. Nearly 500,000 patterns are used in the foundry work at the plant.

The General Electric Company's plant is really an industrial city, where nearly 20,000 workers congregate each day. It has its own railway system, its fire and police system, restaurants, bus lines, and emergency hospital, postoffice and telegraph stations, and, in fact, nearly everything that a city of its own size can boast. Its buildings are of the most modern construction and design, and for the most part fireproof. Concrete and steel are used largely in their construction. In all buildings a sufficient number of exits are provided and, as far as practicable, such exits are in outside towers or outside fireproof enclosures with automatic fire doors. Fire escapes are properly attached to all buildings requiring them.

An innovation of the greatest importance to the employes was the establishment in 1913 of a pension system which aims to care for the disabled and infirm who have reached advanced years in the service of the company and have been employed continuously for a period of twenty years or more.

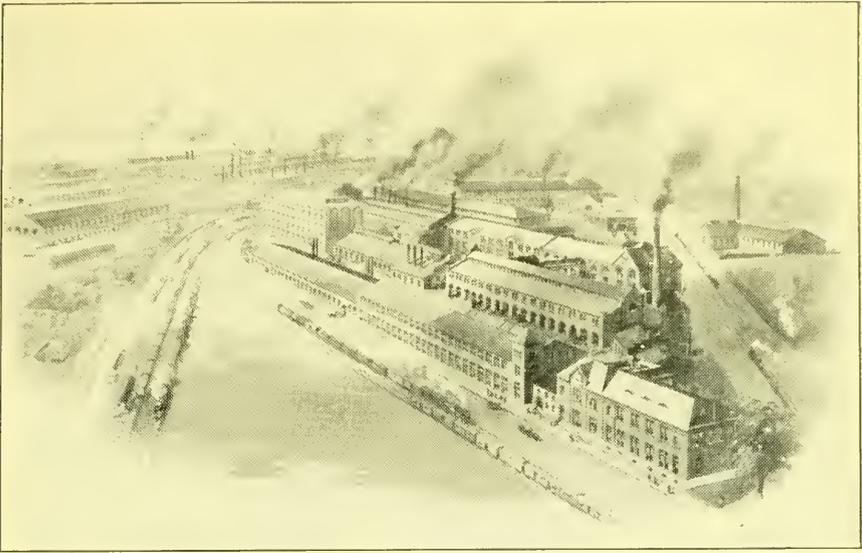
The company does everything in its power to prevent accidents to its many employes. The various machines have been systematically equipped with safety guards. At the Schenectady plant there are approximately 9,700 machine tools, of which 570 do not require safety appliances. A force of men is constantly employed devising and applying guards to the other machinery. About 11,500 guards have already been installed.

In addition to this welfare work, the company has always been liberal in giving financial assistance to the various social and athletic activities conducted by the employes. A large sum was appropriated in 1912 for the construction of a new home, now completed, for the Edison Club, which is composed mostly of young men employed as testmen or junior engineers. This building, in Washington Avenue, near State Street, provides a large auditorium, bowling alleys, billiard, card and smoking rooms, shower baths and lockers. This club forms a social center for members of the various engineering societies of the city, whose membership is largely composed of General Electric employes.

In addition to the Schenectady plant, the General Electric Company also maintains large plants at Lynn and Pittsfield, Mass.; Harrison, N. J.; Erie, Pa.; Fort Wayne, Ind., and lesser plants at several other cities.



When the Whistle Blows at the General Electric Works



American Locomotive Company's Plant.

AMERICAN LOCOMOTIVE COMPANY

The American Locomotive Company, which has its largest plant at Schenectady, owns and operates six plants, the others being located at Dunkirk, N. Y.; Montreal, P. Q.; Richmond, Va.; Paterson, N. J., and Pittsburgh, Pa. The general offices of the company are located in New York City, but the general drawing office for all plants is located at Schenectady.

The Schenectady plant is able to manufacture any class of locomotive, but most of the smaller locomotives, such as contractors' engines, are built at Paterson, so that Schenectady handles the larger class of engines, being especially equipped for this work. In addition to steam locomotives, the Schenectady plant manufactures the mechanical portion of electric locomotives, having two buildings devoted almost exclusively to this work, handling same in connection with the General Electric Company.

The plant is complete, and manufactures from the raw material, buying only such specialties as may be required. It has a capacity of one hundred average locomotives per month when under full working conditions, and normally employing in the neighborhood of 5,500 men.

The company has entered into the "Safety First" movement, and during the past few years has spent large amounts of money in guarding and installing various devices for the protection of its men.

It has also enabled the men to provide the Locomotive Club, which is located on the outskirts of the city and overlooking the Mohawk River. The clubhouse is well equipped, hav-

ing a large hall, billiard and pool tables, bowling alleys, shower baths, etc. The grounds have been laid out with tennis courts, cricket, football and baseball grounds. The company has also been liberal in giving assistance to various organizations of Schenectady, materially assisting the Ellis Hospital, the Y. M. C. A. and the Y. W. C. A. The officials of the company take a deep interest in Schenectady, her people and city affairs.

DIVERSIFIED INDUSTRIES

With respect to accessibility to materials and markets and facilities for freight distribution, the location of Schenectady is especially favorable for the development of small industrial enterprises; and these advantages are enhanced by satisfactory living and labor conditions. It follows as a natural result that, in addition to the two dominant industries that have spread the fame of "made in Schenectady" products throughout the world, there are many other flourishing plants, representing widely diversified lines of manufacturing operations, that are contributing factors in swelling the grand total of the city's factory output to the aggregate value of \$60,000,000 per annum.

Among the growing industries that add to the diversified character of Schenectady's manufactures may be named the following:

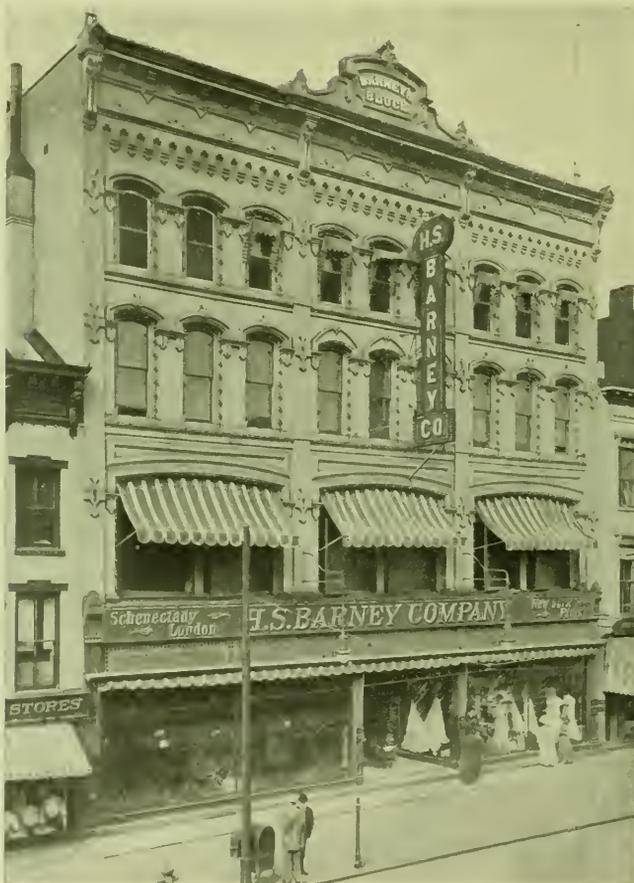
- Bland Adjustable Frame Co.—Improved frames for advertising.
- Bell Polish Co.—Polish for automobiles.
- H. B. Chalmers Co.—Varnish and paint removers.
- Graham Engraving Co.—Half-tones and zinc etchings.

Imperial Fireworks Co.
 International Fireworks Co.
 Kellam & Shaffer Co.—Hard wall plaster, finishes, outside stuccos, cut stone and masons' supplies.
 Locomotive Stoker Co.—Locomotive stokers.
 Mica Insulator Co. Electrical insulations, mica, micamite, oiled cloths and papers.
 Mohawk Valley Flexotile Co.
 Mohawk Clothing Co.—Clothing specialties.
 Mohawk Gas Co.—Coke.
 Mohawk Stone Yards.
 Mynderse Bottling Works.
 National Baseball Manufacturing Co.—Baseballs and in floor balls.
 Nicholaus, Louis—Non-alcoholic beverages.
 Phillips, Cady S.—Broom machinery.
 Ramco Manufacturing Co.—Metal specialties.

Schenectady Varnish Co.—Varnishes, japans and enamels.
 Schenectady Wall Plaster Co.—Building plasters.
 Schenectady Cast Stone Co.
 Schenectady Fireworks Co.
 Schenectady Tile Co.
 Schenectady Brick Co.
 S. R. Manufacturing Co.—Gas engines, Superior Printing and Box Co.
 Weber Electric Co.—Electrical supplies and specialties.
 Westinghouse Company—Threshing machines and farm implements.
 Wiederhold Co., John—Ladies underwear.

MERCANTILE

Schenectady's large department stores and other establishments dealing in wearing apparel, household furnishings and art goods compare favorably with those of any city in the land. There is no line of trade that is



H. S. Barney Co., Department Store

not represented. The stocks displayed impress the visitor with the high quality of the merchandise, the wide range of choice offered, the taste evidenced in design, the unquestionable up-to-dateness of styles and reasonableness of prices. These stores are directly managed by men of ability and knowledge in their several lines, who keep in closest touch with the country's foremost designers and makers, on the one hand, and with the needs and preferences of their patrons on the other.

The city is also a wholesale market of importance. In hardware, vehicles, implements, in groceries, confectionary and other lines an adequate depot of supply is found in Schenectady.

MARKETS

One of the most perplexing problems before municipalities of today is that of bringing the farmer and gardener and the consum-

ing public into as close relationship as possible. This problem is solved in Schenectady in so satisfactory a manner that the "high cost of living" has become a theory rather than a condition, and has little meaning to the average householder. The country surrounding Schenectady is one of the most productive in the State. The rich alluvial flats on either shore of the Mohawk yield every variety of foodstuffs known to the small farmer and market gardener, while the rolling hills further back from the river afford vast grazing fields for the dairying industry, and beyond these, again, stretch the broad acres of the well-tilled farms producing grain and other large crops. Orchards on every hand bend their boughs in autumn under the weight of ripening fruit. Drawing supplies direct, and at first cost, from these several sources, Schenectady has an unusually large number of retail markets serving the consumer at the most reasonable prices. These markets carry



The Wallace Company, Department Store



The Mohican Company's Schenectady Establishment

every class of foodstuffs in the choicest qualities, and in the case of fruits, vegetables and dairy products, without the deterioration arising from long distance shipments. Several of the larger markets are so elaborate in their arrangements and display as to be veritable show places, unsurpassed by any other city. The "high cost of living" has been attacked from another angle by the municipality in the establishment of a new public market, which occupies the open square at Hamilton and South Centre Streets. That this innovation is gaining in favor with the thrifty housewives, small retailers and street vendors is demonstrated by the hundreds who each morning make their purchases from the numerous wagons and stands of the farmers that here offer every sort of fruit, poultry and

farm and truck garden produce. There is nothing more important in an industrial city than keeping the price of foodstuffs as low as possible; and Schenectady's public market, after development, will undoubtedly be a strong force in establishing prices and a helpful agency in bringing the abundance of the farms direct, and at a minimum cost for handling, to the market baskets of the more frugal wage-earners of the city.

CHARLES FREIHOFER BAKING CO.

The pure food laws placed upon the statute books as the result of aroused public sentiment have not been difficult of enforcement in the plants of progressive manufacturers, whose enlightened self-interest has led them not only



The Parker Office Building



*E. D. Wintersteen
Dep'y Comptroller*



*Wm. F. McMillan
Assessor*



*Conrad Goetz
Com. of Charities*



*H. C. Buhrmaster
Assessor*



*Frank J. Eckel
City Treasurer*

to meet the requirements of the law, but in many particulars to go further in the effort to give the consumers foodstuffs of scientific purity and high nutritive value. In no branch of food production has greater progress in this direction been made than in the baking industry. An example in point is found in Schenectady in the new automatic bakery of the Charles Freihofer Baking Co.

Situated on Albany Street, near Brandywine Avenue, in an attractive and healthful environment, far removed from the congested districts of the city, this extensive plant is one of the most thoroughly modern bakeries in the country. In its construction every consideration has been given to lighting arrangements, ventilation, cleanliness and every minute detail making for the best obtainable sanitary conditions.



*Frank A. Freihofer
Head of the Charles Freihofer Baking Company's
Schenectady Establishment*

Equipped with special electrically controlled machinery, the hand of man does little here, and almost every process in the making of bread is done by mechanical devices that insure a product of uniform excellence. High-grade flours are used and are automatically weighed and blended. In the mixing room, the outside atmosphere is admitted only in a filtered condition, purified by being passed

through water. The proper temperature for mixing is obtained by an improved system of heating and refrigeration, and is maintained by a mechanism that so controls the heat and moisture that the best atmospheric conditions exist at all times. Thus, with choicest materials used in exact formulæ, treated scientifically, kneaded by machinery, the snow-white loaves are passed into the most modern automatic ovens. The raw loaf enters at one end and comes out at the other end baked. These ovens are called traveling ovens, and there are only six bakeries in the United States so equipped, and the Freihofer Company were the first to install them. Absolute uniformity of heat is maintained. From the ovens the "pan" loaves are conveyed to an automatic wrapping machine, where, by an ingenious device, they are wrapped in heavy waxed paper and sealed, to prevent any contamination with dirt and dust. The "French" bread, where the aim is to get a rich, brittle crust, cannot be so wrapped, because it must have ventilation, but is encased in specially-made paper bags. In short, the most improved hygienic methods are adhered to in every process both of manufacture and delivery. This bakery is not only a step forward in the baking of bread, but to the City of Schenectady.

The completion of this splendid, modern, sanitary plant in Schenectady marks the consummation of long cherished plans of Mr. Charles F. Freihofer to provide for each of his three sons a baking plant comparable in every respect to the parent establishment in Philadelphia. These plans found their partial fulfilment in the erection and equipment of the large plants in Albany and Troy, and their operation under the management of his elder sons, Edwin H. and Charles C. Freihofer, respectively. The Schenectady plant is ably and systematically managed by the third son, Frank A. Freihofer. The Charles Freihofer Baking Company is incorporated under the laws of the State of New York, and is owned wholly by the elder Mr. Freihofer and his three sons.

CARRICK BROS.

One of the food manufacturing institutions that has long been successfully operated in



W. Earl Weller
Deputy City
Engineer



B. A. Farrell
Clerk of Board of
Supervisors



Dennis Mahar
Clerk of Board of
Assessors



G. C. Wartmann
Sec. Bd. Contract
and Supply



W. D. Goodale
Superintendent
of Parks

Schenectady is the bread baking establishment of Carrick Bros. Its development has proceeded steadily in response to the daily increasing demands for the product of its ovens. The plant of this concern is modernly equipped in every respect and the process of manufacture is the most efficient known in the baking industry. Flours tested for color, gluten, strength and fineness are blended and scientifically mixed with other ingredients by electrically controlled machinery. After moulding and "proofing," the loaves are baked in large ovens of the most approved construction. In every department thorough-going provisions are made for the maintenance of scrupulous cleanliness and the best sanitary conditions.

NATIONAL BASEBALL MANUFACTURING CO.

As the home of the National Baseball Manufacturing Company, Schenectady is a factor in our great national sport. This concern, of which Mr. John Allen is president, is under the management of Mr. J. H. Grady. Its product consists of high-grade baseballs and indoor balls. The present plant has a capacity for making over 5,000 baseballs each day, and the company contemplates increasing this capacity in order to take care of the constantly growing business. Practically the only operation in which machinery does not play a part is in the sewing of the covers. This is all done by hand.

The company sends the cheaper grades of balls out among the homes in the city and surrounding districts to be sewed, thus employing over 400 families. The higher priced balls are sewed in the factory by experienced men in this line, the League ball stitchers commanding very high wages.

Although only five years in business, the company's product is becoming well known and has a large field for distribution, shipments being made to Canada, the Hawaiian and Philippine Islands and all parts of the United States. The product is known as the Allen line, and has gained considerable prestige as the Allen Official League ball, which is being recognized more each season as the highest standard quality league ball made.

THE FAXON CO., INC.

One of the unique enterprises of the Electric City is The Faxon Co., Inc., leather emporium, where the famous Faxon harness is manufactured. In addition to its manufacturing operations, the company carries articles of leatherware in endless variety. In its Schenectady store, as well as in its mammoth Albany establishment, no better or more extensive stocks of guaranteed trunks, bags and suitcases and countless articles in the finest leather are to be found between New York and Chicago. While specializing in leatherware, The Faxon Co., Inc., is a recognized headquarters for articles in beautiful ivory, rich mahogany and other lines of novelties, of domestic and foreign manufacture; for reliable gloves of the best English and American makes, walking sticks and umbrellas, auto robes and blankets. In the company's leather repair department automobile tops are also made. The Faxon goods bear the trade mark "always reliable," and measure up to it; a fact which, taken in connection with the company's large stocks and progressive methods, have placed The Faxon Co., Inc., in the commercial position it occupies today.

INTERNATIONAL MILK PRODUCTS CO.

A large plant and retail department of the International Milk Products Company is located in Schenectady, and from its inception has been one of the city's most successful industries in its line. The International obtains its milk and cream direct from its own dairy farms; and all of the ingredients entering into its products are prepared in the company's plants or under the supervision of its experts. In addition to its rapidly increasing production of ice cream and other frozen dainties, the "International" brand of dairy products—butter, cream cheese and many other varieties of cheese—have gained a wide reputation for purity and uniform excellence of quality.

THE JERSEY ICE CREAM COMPANY

A Schenectady business enterprise that has grown to very large proportions is the Jersey Ice Cream Company. Employing only the best grades of materials—rich cream, fresh fruits and extracts of the first quality, and having a plant with modern, sanitary equip-

ment—the product of this concern enjoys high favor in the homes and restaurants of the city, and finds a large market in neighboring towns. The normal capacity of the plant is 1,800 gallons of ice cream each day of ten hours, but in the busy season this quantity is greatly exceeded.



*Chester J. Woodin
Mgr. Mercantile Adjustment Co.*



*L. R. Ault
Manager "049" Messenger
and Delivery Service*

GRAHAM ENGRAVING COMPANY

Photo-engraving is worthily represented in Schenectady by the Graham Engraving Company, launched something over a year ago by Walter E. Graham, whose long experience, thorough technical skill and comprehensive grasp of the scientific phases of his profession are given double value by the keen interest he takes in his work. The Graham plant has facilities for the execution of orders for every variety of commercial half-tones, zinc etchings and color work. By the test of excellence of performance, progress in his occupation and enlarged service to the community, Mr. Graham has, unquestionably, achieved pronounced success, both from the artistic and commercial viewpoints.

MERCANTILE ADJUSTMENT COMPANY

Under the management of Mr. Chester J. Woodin, the Mercantile Adjustment Co. has built up an enviable reputation in the community for quick results and fair dealing in the collection business. The company has passed the experimental stage and has won the distinction of being the first concern of its kind to operate on a successful basis in Schenectady. In addition to collecting old accounts, the company, through its Credit Exchange, affords the merchants and professional men of the city and vicinity an effective means of eliminating the great amount of unsatisfactory credits that accumulate annually. This valuable adjunct to the company's service renders accurate and up-to-the-minute credit reports on firms and individuals. These reports embody not only subjects of financial and credit standing, but include information on average earnings, expenditures, and the like. The business houses of Schenectady were quick to realize the necessity for, and excellence of, the service of the Mercantile Adjustment Company, with the result that it now has on its books, as clients, the foremost business and professional men of the city.

"949" SERVICE

To the Schenectadian the numbers "949" have special significance. They stand for an enterprise that has become an indispensable agency of convenience in the household economy, in social life and in all lines of the city's business activities. Under the capable management of Mr. L. R. Ault, the "949" messenger service has been developed to a high degree of efficiency and the business has been expanded to include an auto parcel and trunk delivery department, in which a number of speedy motor vehicles are employed. As the result of the promptness and reliability with which deliveries are made by this branch of the "949" service, the demands upon it are constantly growing.

A glance at the map will suggest cogent reasons why Schenectady is a trading and manufacturing city offering big opportunities. A visit to Schenectady will reveal the reasons for its remarkable growth and the certainty of its development.

An important part in the field of Schenectady's charitable and philanthropic activity is effectively covered by the Old Ladies' Home, Children's Home, the Day Nursery and the Glenridge Sanatorium.

Schenectady is located on New York's greatest artery of automobile travel—the Albany-Buffalo route. Any "ideal tour" must include a stop at Schenectady to really be an ideal tour.

Start in Schenectady and then spread out—a right start and a logical result.



Dayton Engraving Company

THE DAYTON ENGRAVING COMPANY

Schenectady's society folk do not have to send to other cities their orders for engraved announcements, invitations and visiting cards, or for monogram dies. They can have all such orders executed in Schenectady, at a great saving of time, by the Dayton Engraving Company, which has a plant fully equipped for engraving, plate printing and die embossing, both for society and business uses. Founded several years ago by John J. B. Dayton, this progressive firm has built up a solid reputation for doing work of the highest quality. Its business has, in consequence, shown a rapid growth, and is now widely extended throughout New York and adjoining states; over fifty agencies having been established in New York, Massachusetts and Ohio during the present year.

PUBLISHING AND PRINTING INDUSTRIES

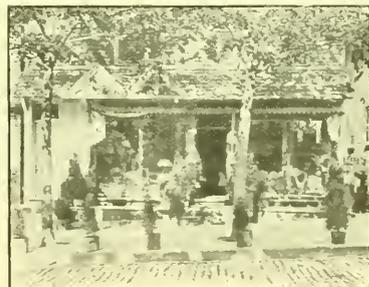
The Gazette Press, Union-Star Press, Newland-Von Ritter Co., The Commercial Press, Mohawk Valley Publishing Co., Schenectady Herald, Citizen Publishing Co., Superior Printing and Box Co., The Maqua Co., Sauer Brothers, Wm. Snell, Garry W. Van Vranken, Schenectady Leader, Schenectady Art Press, Roy B. Myers, G. Canzani, Gazeta Tygodniowa, Eagle Printing and Binding Co., Dayton Engraving Co., Crowe Publishing Co., Heck & Unseld.

NEWSPAPERS

Schenectady Gazette, Schenectady Union-Star, Knickerbocker-Press, Sunday Telegram, The Peoples' Press, Quaker Street Review, Concoridiensis, Schenectady Leader, Schenectady Herald, Mohawk Thal Post, The Citizen, Das Deutsche Journal, Gazeta Tygodniowa, La Stampa, L'Osservatore, Saturday Globe.

THE H. B. CHALMERS CO.

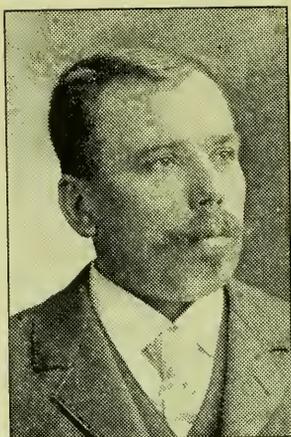
Sustained superiority, the result of unrelaxed progress, has distinguished the product of The H. B. Chalmers Co. from the beginning of its manufacturing operations. It is difficult to speak of this flourishing Schenectady concern without straying into paths of advertising—here forbidden—for the name of the firm at once suggests the name of its product—"Chalco," the practical, economic success that has become a household word and a standard trade designation for the most effective paint and varnish remover now in use. The industry was founded in 1911 by Mr. H. B. Chalmers, the pioneer in this field, and the success of the enterprise was soon established. "Chalco" was patented in 1913, and its decided merit in the two essentials of economy and efficiency has won for it a practical monopoly in all markets demanding the best product in this line. The business of the company has shown a constant growth from the time of its inception.



Store of Julius Eger, Florist



*County Auditor
Frank McMillan*



*John Diehl
Member Board of Education*



Coroner Dr. E. H. Jackson



*Thomas H. Welch, Supt.
Garbage Disposal Plant*



*W. W. Chadsey
Dep. Com. of Public Works*



*Wm. C. Shopman
Supt. Bureau of Sewers*



*C. C. McWilliams
Supt. Water Works*



*First Assistant Corporation Counsel
Stephen A. Wolongiewicz*



*Chas. H. Hardstock
Building Inspector*



*Harry W. Cregier
County Supt. of Highways*



*Dr. Thomas Carney
Maj., National Guard N. Y.*



*Thomas E. Hanigan
Mayor's Secretary*



*W. S. McNab
Assemblyman*



*Walter G. Robinson
Pres. Mercy Hospital; Captain, National
Guard, N. Y.*



*W. S. Hamlin
Supervisor*



*M. J. Rosa
County Treasurer*



*A. T. G. Wemple
Sec. to Commissioner
Public Works*



*Henry R. Yates
Chief of Fire Dept.*



*Prof. James J. Kilgallen
Of the Kilgallen Dancing Academy*



*James W. Rynex
Chief of Police*



Alderman
Wm. D. Dunn



Alderman
Chas. J. Charest



Alderman
H. R. Sargent



Alderman S. S.
Van Denburgh



Alderman
C. T. De Friest



Alderman
Frank Grimes



Pres. of Common Council
Peter J. Hemmerling



Alderman
Otis C. Myers



Supervisor
Philip T. Hill



C. W. Merriam, Chairman,
Board of Supervisors



Supervisor
Dr. J. H. Collins



Supervisor
Stewart Wessels



Supervisor
Wm. H. Dunleavy



Supervisor
Wm. H. Smith



Supervisor
Albert L. Stevens



Alderman
Edward J. Acker



*Milton E. De Voe
Attorney*



*Geo. W. Featherston-
haugh, Jr.
Asst. District Attorney*



*County Attorney
A. S. Golden*



*L. Rodman Nichols
Architect*



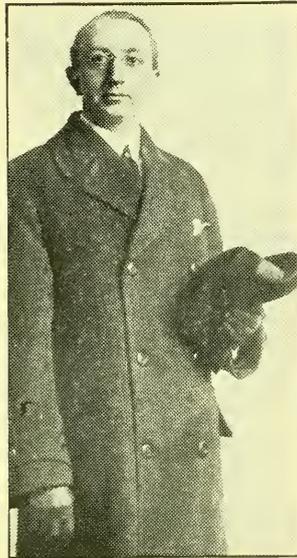
*J. Franklin Kilmer
Attorney*



*Arthur J. White
Photographer*



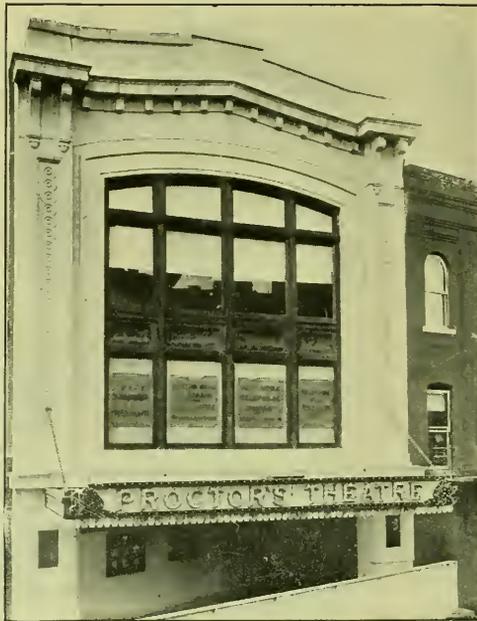
*Chemist
Dr. Bradley H. Kirschberg*



*Charles Heritage
Real Estate*



*Harry A. Engle
President, Trades Assembly*



Wedgeway Building



Timeson and Frank Building

SCHENECTADY BOARD OF TRADE

In the seven years of its corporate existence the Schenectady Board of Trade has achieved gratifying results in the accomplishment of the main purposes contemplated in its organization, as defined in its by-laws—the developing, fostering and protecting of the commercial, manufacturing and retail business interests, by joint and concerted action, and the promotion of the general welfare of the city. Its secretary and his associate officers are fully cognizant of the fact that the work of the Board cannot be confined to the attempted solution of business problems exclusively; that the promotion of business and manufacturing, the municipal affairs and the social-civic betterment movements are so interdependent, and so react one upon the other, that the scope of the Board's activities must progress along constantly broadening and extending lines. Recognizing that these are times of sharp competition among progressive cities, it has been earnest and forceful in its advocacy of feasible plans for civic advancement and public improvement tending to make Schenectady a better place in which to live and earn a living. Moreover, with a full understanding that its superior advantages will count for little in the outside world unless they are forcibly presented and widely published, the Board is at all times on the alert for opportunities to place before the business men of the country the city's favorable location for business and manufacturing development and its attractiveness as a place of residence.

The Board of Trade has a membership of about five hundred, and it is the aim of the secretary and other officers to enlist the personal interest of the whole of its enrollment in carrying out specific working plans insuring the highest efficiency in every department of its varied activities.

The president of the Board is Mr. James F. Hooker, Comptroller of the City of Schenectady. Mr. Hooker is a graduate of Yale University, a member of the New York Bar, and has had a wide experience in the industrial world, in positions of executive responsibility. During his administration his efforts have been directed toward the goal of welding the membership into a cohesive and effective organization, having a full realization of its responsibility in every phase of city building.

The secretary of the Board is Mr. Horace W. Raymond. A native of the town of Norfolk, St. Lawrence County, New York, educated at the Norwood High School and Albany Business College, Mr. Raymond has been a resident of Schenectady since 1891. For more than ten years he was in the employ of the General Electric Company. Leaving the company in 1904 to accept the position of Deputy Comptroller of the City of Schenectady, he continued to discharge the duties of that office during the six succeeding years. In 1910 he had charge of the United States census for the City and County of

Schenectady. After the completion of this work he entered the insurance business as the senior member of the firm of Raymond-Robinson Company, and has since remained an active partner in that organization. In March, 1913, Mr. Raymond was chosen secretary of the Board of Trade to fill the vacancy caused by the resignation of Mr. W. H. Reed; was re-elected in October of that year, and again in October, 1914, for the ensuing year. Mr. Raymond is a life member of St. George Lodge No. 6, F. and A. M.; a life member of St. George Chapter, and a member of St. George Council and Commandary; a life member of Scottish Rite bodies; a thirty-second degree Mason, Troy and Albany, and a member of the Oriental Temple, Mystic Shrine, Troy, and of St. Paul's I. O. O. F., Schenectady.

Secretary Raymond's broad conception of the duties of his office and of the functions of the Board of Trade is reflected in his annual report for the current year. After summarizing the accomplishment of the several committees with respect to the revision of the housing code, flood prevention, new industries, the western gateway bridge project, and various important trade matters, Mr. Raymond says, in part:

"The functions of the Board of Trade are not only to secure new industries, but carefully to watch over and protect the interests of those industries now established in the city, and to lend them every assistance for their welfare and further growth. Also to exercise a general supervision, non-political, over the affairs of the community in general, to strive loyally and with zeal for a cleaner, better, more wholesome city in every way.

"We must strive, and we are striving, to keep our trade at home, and to induce the people in neighboring towns to do their trading here, rather than in other places. A good start has been made to induce the state to build the western gateway over the Mohawk. This needed improvement will come in time, and will not only beautify our city, but will also tend to bring here a large transient trade.

"At this time there is a severe business depression throughout the country, and so, even more than in the days of prosperity, the Board of Trade must work and strive for the best interests of the city and its members.

"I shall give of my best to the work of the Board. I very deeply appreciate the splendid assistance given me by the members during the past year, and, relying on their continued assistance and support, I pledge my earnest efforts to the continued upbuilding of the Board of Trade and of Schenectady."

The other officers of the Board of Trade are: M. F. Westover, first vice-president; William Dalton, second vice-president; Joseph H. Clements, Jr., third vice-president, and H. B. Boardman, treasurer. The Board's offices are at 246 State Street.

The People Who Made Possible "The Schenectadian"

John Allen
American Locomotive Co.
Alling Rubber Co.
L. R. Ault
Amsterdam Dairy Co.
Samuel D. Ashley
Albany Telegram
C. Angelus
H. S. Barney Co.
A. R. Brubacher
R. E. Burger
W. Garner Bee
Charles Baum Estote
Ball's Quick Shoe Repairing
Henry C. Buhrmaster
C. H. Benedict
The Boston Store
Brown & Lowe Co.
E. H. Blanchard
A. T. Blessing
Buell & McDonald
Edwin Clute
Chadwick-McDonald Realty Co.
Coffin Bros.
C. B. Coffin
Thomas R. Crane
Edward D. Cutler
Joseph H. Clements, Sr.
Dr. J. H. Collins
H. W. Cregier
W. W. Chadsey
Dr. Thomas Carney
Craig & Vrooman
H. B. Chalmers Co.
Clark & McDonald
Carrick Bros.
John J. Curry
Cain & Dolan
The Carl Co.
James H. Callanan
Dan A. Donahue
Henry S. DeForest
Milton E. DeVoe
William D. Dunn
J. E. Dwyer
James A. Dolan & Co.
John J. B. Dayton
P. DeMarco
Dickens Bros.
John Diehl
Carter T. DeFriest
Edison Hotel
Frank J. Eckel
Excelsior Bottling Works
Empire Laundry
Julius W. Eger
The Electric Lunch
W. F. Fitzgerald
Daniel Fliinn
The Faxon Co., Inc.
Harry A. Furman
B. A. Farrell
Herman Freed
Charles Freihofcr Baking Co.
Finch & Hahn
M. Frumkin
Joseph A. Field
Fonda, Johnstown & Gloversville
R. R. Co.
Robert Glenn, Jr.
C. Goetz
W. D. Goodale
J. M. Goffers
E. A. Gasner
S. Graubart
Goodman's Bakery
H. A. Gutlick
General Electric Co.
James A. Goodrich
Louis Henry
James F. Hooker
Willis T. Hanson
W. Stewart Homlin
Thomas E. Hanigan
Charles Heritage
Charles H. Hardstock
P. J. Hemmerling
John F. Horman
Hurd Boot Shop
Hudson Valley Brewers' Association
John J. Healy, Jr.
Hotel Wilson
Dallas A. Hogan
Ben S. Henry
International Milk Products Co.
Jersey Ice Cream Co.
Dr. E. Holcomb Jackson
C. Campbell James
Kuickerbocker Press
Kellam & Shaffer Co.
L. W. Killeen
Louis M. King
H. L. Kelley
S. Kleiman
Prof. James J. Kilgallen
J. Franklin Kilder
J. T. & D. B. Lyon
Robert J. Landon
Loucks & Alexander

The People Who Made Possible "The Schenectadian"

William B. Landreth
Lindsay Bros. Co.
Earnest W. Minchner
The Mohican Co.
J. W. Mills
Madden Lumber Co.
Mercantile Adjustment Co.
C. W. Merriam
George C. Moon
Mitchell & Brown
Otis C. Myers
Mohawk Stone Yard
Dennis Mahar
Meyer Mann
H. A. Manning Co.
B. A. Miller
A. Vedder Magee
Dr. Charles G. McMullen
Judge John J. McMullen
C. C. McWilliams
W. F. McMillan
Frank McMillan
James C. McDonald
Judge Daniel Naylor, Jr.
L. Rodman Nichols
National Base Ball Mfg. Co.
Louis Nicholaus
The Newland-VonRitter Co.
The New Vendome Hotel Co.
Nicholaus Model Storage
Nicholaus Hotel
Parker Building
Patton & Hall
John R. Parker
James C. Parker
Grant Parks
John P. Patterson
W. H. Quinn
Horace W. Raymond
M. J. Rosa
J. A. Rickard Co.
James W. Rynex
W. G. Robinson
Robinson-Bradt Coal Co., Inc.
Rankin & Carey Coal Co.
John E. Roger
Gerardus Smith
Albert L. Stevens
J. Teller Schoolcraft
Charles P. Steinmetz
William H. Smith
Judge Marvin H. Strong
William C. Shopman
Dr. James L. Schoolcraft
G. F. Sauter

J. R. Sheehan
Henry L. Stern
Marcus Saul
Schenectady Public Market
Schenectady Illuminating Co.
Schenectady Railway Co.
Schenectady Leader
St. Clair Hotel
The Staples Co.
The Sauter Co.
Schenectady Business School
Schenectady Trust Company
Schenectady Gazette
The Schenectady Wall Plaster Co.
Sterling Art Shop
Schenectady Seed Co., Inc.
A. Stathes
Lewis B. Sebring
Timeson & Fronk
Carl Tornsten
Fred Thalman
E. Wilson Tuttle
Union Paving Co.
Sanford S. Van Denburgh
G. W. Van Vranken
Judge Alexander M. Vedder
E. W. Vedder
Vendome Hotel
W. W. Wemple
Winne & McKain
Walter & Hedden
Lyman J. Winter
Arthur J. White
T. Wilson
Walkerover Boot Shop
Edward D. Wintersteen
Chester J. Woodin
Stewart Wessels
G. Conrad Wartmann
E. H. Westfall
W. Earl Weller
A. T. G. Wemple
Walter Wellman
John H. White
White & Stevens
Wideman-Nile Garage
Stephen A. Wolongiewicz
Wedgeway Building
Fred J. Wessel, Jr.
The Wallace Co.
Charles W. Williams
H. E. Walker
Henry R. Yates
James W. Yelverton
Zeiser & McGee



*Ben S. Henry, Manager of "The Schenectadian";
Promoter of Constructive Publicity*



*E. Wilson Tuttle, Editor of "The Schenectadian";
Specializing in City and Industrial Literature*

SCHENECTADY: BRIEF STATISTICAL SUMMARY

Population growth:

1900 U. S. Census.....	31,682
1910 U. S. Census.....	72,826
1912 Postal Census.....	84,916
1913 Postal Census.....	94,784
1914 Postal Census (including Annexed Territory).....	96,584
1914 Estimated, at close of year.....	100,000

Area of City, 5,075 acres; or, approximately, 8 square miles.

Paved streets, 70 miles.

Streets paved, graded or in process of improvement, 125 miles.

Miles of watermains, 105; miles of sewers, 113.

Parks, improved and in course of development, 4; with area of over 200 acres.

*Assessed valuation of property, \$56,828,899.

Banks—Two National, two Trust Companies, one Savings Bank.

Total capitalization of banks, \$600,000.

Total surplus and undivided profits, \$1,416,510.40.

Total deposits, \$17,676,301.69.

Postal receipts, fiscal year ending June 30, 1914, \$269,849.48.

Number of wage-earners, nearly 30,000.

Weekly payroll, under normal conditions, approaching \$500,000.

Value of factory output per annum, \$60,000,000.

Schools—Twenty-three Public, one High School, two Commercial, six Parochial Schools, and Union University.

Enrollment of public schools, 13,520.

Number of teachers, 453.

Value of public school properties, \$2,022,143.

School budget, current year, \$475,542.75.

Number of churches, 60.

Transportation:

New York Central Lines—main line and West Shore.

Delaware & Hudson.

Boston & Maine.

Electric lines—Schenectady Railway Company and the Fonda, Johnstown & Gloversville Railroad.

Two Hospitals.

Public Library.

Thoroughly efficient Health, Police and Fire Departments.

Sanitary Sewage and Garbage Disposal Plants.

Clean streets—Beautiful homes—Attractive environment—Moderate rentals—

Low living costs—Excellent stores—Many and diversified industries.

*U. S. Government Statistics of Cities, Bulletin No. 126, July 30, 1914.

INDUSTRIAL SITES

In and near the city, along the railways and Barge Canal, many factory sites are available, and may be reached by switches from the main lines of the railroads or by short spur trackage therefrom. Schenectady offers greater economic facilities for the successful operation of industries of many kinds than any other location in the east.

To manufacturers seeking the best possible location for their plants or distributing agencies, the Schenectady Board of Trade will furnish fullest information regarding sites, railway statistics and market advantages.

MADE IN
SCHENECTADY
BY





"The City That Lights and Hauls the world"



THE ELECTRIC CITY :: HOME OF WORLD-FAMOUS INDUSTRIES, PROGRESSIVE MERCANTILE HOUSES, STRONG, CONSERVATIVELY MANAGED BANKS :: TRADING CENTER OF AN AREA EMBRACING A THRIVING POPULATION OF OVER HALF A MILLION :: A RECIPROCAL MARKET OF EXCEPTIONAL OPPORTUNITY

For Further Information Address Secretary of the Board of Trade