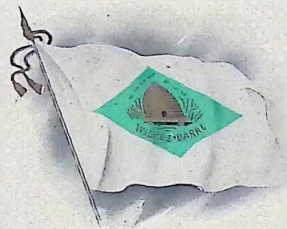


WILKES-BARRE

1908 - 1909



**WILKES-BARRE
BOARD OF TRADE**

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First Vice-President JOHN C. BRIDGMAN.
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Third Vice-President C. B. DOUGHERTY.
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P. A. Meixell, C. B. Dougherty,
Geo. H. Flanagan, Lea Hunt.
W. N. Reynolds, Jr.,

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John Hance,	Thomas Cassedy,
Geo. S. Bennett,	J. W. Hollenback,
S. T. Nicholson,	R. J. Flick,
F. C. Kirkendall,	Asher Miner,
Abram Marks,	Geo. J. Stegmaier,
G. L. C. Frantz,	C. J. Long,
J. A. Turner,	F. M. Kirby,
F. C. Johnson,	A. F. Derr.

Committees
Wilkes-Barre Board of Trade,
 1909.

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George S. Bennett,	S. J. Strauss,
P. R. Bevan,	J. M. Boland,
W. H. Son,	W. C. Shepherd,
J. W. Hollenback,	C. F. Hess.
John C. Bridgman,	

Streets and Highways.

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F. J. Weekesser,	John S. Harding.
Charles E. Bertels,	E. F. Heller,
Robert Johnston,	Dr. Lewis Edwards.
Harradon Smith,	L. P. Kniffen,
George J. Stegmaier,	William S. Lee,
Lyman H. Howe,	Joseph M. Stark.

Legislation and Taxation.

W. N. Reynolds, Jr., Chairman.	
Charles F. McHugh,	S. R. Miner,
D. A. Fell,	H. B. Payne,
John V. Kosek,	Wm. C. Price,
John H. Dando,	Isaac P. Hand,
Lawrence B. Jones,	Hon. F. W. Wheaton,
Reese Lloyd,	Henry A. Gordon.
Charles N. Loveland,	

Publication.

Charles K. Gloman, Chairman.	
John W. Raeder,	George H. Coddington,
Guy W. Moore,	W. Carl Sterling,
Daniel L. Hari,	Richard A. Ward.
T. F. Heffernan,	

Finance and Accounts.

George H. Flanagan, Chairman.	
D. P. Ayars,	J. N. Thompson,

Transportation.

Gen. C. B. Dougherty, Chairman.	
Charles F. Conn,	J. B. Woodward.
R. G. McDowell,	John Hance.
James J. Gallagher,	Felix Levy.
George R. Bedford,	

Membership.

Lea Hunt, Chairman.	
Sol Hirsch,	Leo W. Long,
Joseph J. Baer,	Andrew Lynch,
W. D. Beers,	Samuel McCracken,
A. E. Burnaford,	John J. Maloney,
Thomas Butkiewicz,	Charles Maurer,
H. A. Cassedy,	B. F. Maxey,
Frank Clark,	Wm. Mcier,
Elias Cohen,	M. F. Murray,
H. G. Frantz,	Amedeo Obici,
Frank G. Darte,	Edward P. Phillips,
E. B. Davidow,	James Poland,
R. B. Sheridan,	J. P. Pollock,
E. J. Fisher,	Frank Puckey,
H. P. Geddes,	Phillip S. Rice,
Bayard Hand,	C. M. Richel,
H. M. Harding,	W. B. Robinson,
Andrew Hourigan,	T. B. Ryman,
Joseph Hurwitz,	Marcus Smith, Jr.,
E. G. Kemmerer,	Tom Trainor,
James C. Kenny,	W. E. Steelman,
I. L. Kraft,	Russell Uhl,
A. C. Laning,	C. S. Callahan,
Hugh, Lawson,	E. T. Shepard,
Jacob G. Levison,	W. H. Shiber,
George C. Lewis,	H. E. Jordan.
Lewis Lewith,	

Special Committees.

Greater Wilkes-Barre.

A. L. Williams, Chairman.	
A. C. Campbell,	Frank P. Slattey.
Charles F. McHugh,	Charles Bowman,
R. A. Ward,	Evan C. Jones,
J. E. Jenkins,	Ralph H. Wadhams,

Grade Crossing.

T. A. Wright, Chairman.	
John Sturdevant,	Charles J. Long,
John P. Williams,	W. S. McLeur,
Paul Bedford,	Gen. P. A. Oliver,
W. A. Lathrop,	Alfred Hand,

Industrial Building.

John H. Perkins, Chairman.
 S. M. Bard, George N. Galland,
 P. R. Raife, Ira M. Kirkendall,
 George P. F. Eckert, Isaac S. Long,
 Joseph G. Schuler, H. J. Melan,
 John Curtis, Robert A. Quin,
 R. P. Broadhead, Robert Sturdevant,
 George T. Dickover, H. B. Schooley,
 H. N. Rust, Wilson J. Smith,

Factory Sites.

Thomas Cassedy, Chairman.
 George W. Fegley, Charles W. Dana,
 Marcus Smith, Jr., H. P. Phillips,
 T. McGourty, Charles R. VanLoon,
 Sol Hirsch, S. M. Bard,
 Paul Steidle, H. H. Welles,
 Fred W. Denniston, Jonathan R. Davis,
 J. F. Nuss, O. H. Dilley,
 F. W. Larned, A. L. Pierson,
 James Cool, John Sayre.

Parks and Tree Planting.

Dorrance Reynolds, Chairman.
 F. C. Johnson, Maurice Heinz,
 R. S. Kauffman, Charles P. Hunt,
 W. R. Ricketts, I. M. Leach,
 Ira G. Marvin, Rev. C. E. Mogg,
 Edward Welles, Willard Puckey,
 Andrew Hunlock, I. R. Ireland,
 F. L. Olds, George H. Smith,
 Irving A. Stearns, Dr. A. D. Thomas,
 James A. Dewey,

Annual Banquet.

Guy W. Moore, Chairman.
 Clarence J. Capwell, James R. Nicholson,

Street Lighting.

George H. Shepherd, Chairman.
 Frank DeMun, H. B. Carpenter,
 George B. Anderson, Joseph S. Coon,
 A. A. Beaumont, Joseph L. Dunn,
 A. W. Betterly, Dr. A. Gordon Finney,
 T. W. Brown,

Special Convention.

Charles N. Loveland, Chairman.
 H. D. Deemer, Peter H. Kehoe,
 G. L. E. Evans, George H. Ives,
 R. R. Harvey, J. J. Becker.

County Roads.

P. A. Meixell, Chairman.
 Frank McCormick, A. F. Derr,
 Wm. C. Price, W. S. Biddle,
 J. Roberts, Jr., T. L. Newell,
 George C. Smith, James H. Hughes,
 H. M. Posten, W. N. Jennings.

Solomon's Creek.

James Goldsmith, Chairman.
 John H. Dando, H. S. Smith,
 G. N. McAlarney, W. F. Dodge,
 J. K. P. Fenner,

Public Health.

Dr. Charles H. Miner, Chairman.
 Dr. L. H. Taylor, Dr. W. E. Davis,
 Dr. A. H. Morgan, Dr. A. G. Fell,
 Dr. Harry M. Beck, Dr. Albeck Kaufman,
 Dr. W. S. Stewart, Dr. A. F. Lampman,
 Dr. G. T. Matlack, Dr. A. A. Lay,
 Dr. R. L. Wadhams, Dr. W. A. Ribble,
 Dr. J. B. Tobias, Dr. W. C. Schofield,
 Dr. Allan C. Brooks, Dr. E. F. Smith,
 Dr. E. U. Buckman, Dr. Fred J. E. Sperling,
 Dr. G. A. Clark,

"Justice."

Description of a decorative panel painted by Edwin H. Blashfield, placed over the Judge's Bench in Court Room No. 1, of the Luzerne County Court House, Wilkes-Barre, Pa.

The Law, symbolized by a seated female figure, wearing a cloak of scarlet and gold brocade, has set up her Judgment-seat in the Coal Regions and is deciding between the good and the bad. She plants



her sword in the face of the evil doers (represented by a group of people at her right hand, in the background) and clasps hands with the honest. The figure of the woman who has thrown herself across the knees of the "Law" is intended to suggest the person who is upon the wrong side, rather through weakness than ill will. Mercy holds her hand protectingly above this latter figure, and Justice raises the scales. Figures of two lawyers, of workingmen, women and children fill up the rest of the composition. The background is closed by a large American flag.

Annual Report of the Secretary,

Year ending May 31, 1909.

Revised to Date of Publication.

To the President and Members of the Wilkes-Barré Board of Trade:

In addition to his numerous reports submitted during the year, your Secretary submits his annual report. Wilkes-Barré continues to progress and the seed which has been sown in the past by the Board of Trade and which is being scattered every day in the year, begins to show results.

Banks.

During the year one new bank opened for business in Wilkes-Barré. On August 24, 1908, the Dime Deposit Bank, the eleventh in the city, opened for business with a capital of \$200,000 and at the end of three months had deposits of \$182,296.99, a remarkable showing. On January 2, 1909, this enterprising bank purchased the Hand Building in the rear of their present bank building for \$40,000.

The Luzerne County Trust Company has become the Luzerne County National Bank and has added \$176,000 to its capital stock.

The bank clearings for the past three years have been:

1906	\$55,950,473.23
1907	62,023,660.00
1908	61,699,409.00

During the past year the decrease was \$329,251 or .5 per cent., whereas the average decrease throughout the United States during the depression was 8.9 per cent.

The total resources of the Wilkes-Barré banks are:

Loans and Discounts	\$10,216,802.00
Investment Securities	14,233,261.00
Capital	2,886,270.00
Surplus and Undivided Profits...	5,517,964.00
Circulation	1,217,800.00
Cash due from banks	2,967,278.00
Deposits	21,005,024.00
Total Resources	30,724,662.00

During 1908 the bank clearings were: first six months, \$29,142,316.00. During 1909 they were: first six months, \$30,869,869.00.

Building Boom.

Wilkes-Barré, for a city of her area (4.8 square miles) and population leads cities of similar size in the building figures. From \$573,845 in 1904, \$1,489,899 in 1905, and \$2,224,833 in 1906, we reached the grand total of \$2,486,861 in 1907. In comparison with some other thriving cities in the country we note this result:

	1906 U. S. Census Population.	Building Figures.
Wilkes-Barré, Pa. (area 4.8 sq. miles)	60,121	\$2,486,861
Duluth, Minn.	67,337	2,482,735
Bridgeport, Conn.	84,274	2,448,503
Scranton, Pa.	118,692	2,432,849
Nashville, Tenn.	84,703	2,078,044
Grand Rapids, Mich.	90,794	2,053,753
Paterson, N. J.	112,901	1,500,192
Reading, Pa.	91,141	1,499,550

During 1908, however, the figures fell to \$1,657,986. During 1908, in the first six months, the figures were \$571,408, and in the first six months 1909, the figures were \$1,019,687, so it looks as if the boom had once more struck the city, the first six months of this year leading last year by \$448,279.

Post Office.

During the year the free delivery service from the Wilkes-Barré office was extended to Forty Fort Borough on the west side. The stamp sales for the past three years in the city office have been as follows:

1906,	\$134,558.32
1907,	152,057.91
1908,	162,071.11

which shows a steady increase in the postal business.

On April 26, 1909, the Board of Trade passed a resolution with reference to having the Traction Company carry the mails to our outside towns on their cars in conformity with the act of Assembly lately signed by Governor Edwin S. Stuart.

Publications.

Wilkes-Barré continued to advertise herself during the year and appeared, through the efforts of the Publication Committee of the Board, in the following publications:

On August 1, the annual reports of the President and Secretary for the last fiscal year were published in an edition of 2,000 copies. Many copies were circulated at the Atlantic City Convention of the Commercial Executives' Association in October, 1908, and were very favorably commented upon.

Shoe and Leather Facts, the leather magazine of the United States, in their September number, devoted three pages to an illustrated article on Wilkes-Barré. Seven handsome cuts were loaned the publisher by the Board of Trade.

In the *Designer*, for April, 1909, under the heading "Is Your City Doing Things Like These?" are photographs covering two large pages, and among them is one photograph as follows: "Beautifying the banks of a river at Wilkes-Barré, Pennsylvania, a fine example for river towns in America."

In the July edition of the Lehigh Valley Railroad time table, the inside cover page will be devoted to exploiting Wilkes-Barré. A cut of our diversified industries will appear, with appropriate reading matter.

The *Board of Trade Journal* continues to progress and during the year published the four numbers as follows:

July, 1908	1300 copies.
October, 1908	1700 copies.
January, 1909, Parks and Play- grounds number	1500 copies.
April, 1909	1600 copies.

The July, 1909, number will contain a comprehensive article on grade crossings elimination by E. B. Morgan, Esq., illustrated with many cuts.

Rev. Jonathan W. Miller, of the western part of the State, is preparing a book on Pennsylvania, now in press, which will contain six or more cuts of Wilkes-Barré, loaned him by the Board of Trade.

On July 11, 1908, the *Scranton Republican* said: "Matters are changing. The balance of progressiveness is not so strongly on our side as it was a few years ago. They are doing things down Luzerne way. Purse strings are being loosened. Improvements of all kinds are seen everywhere. *Wilkes-Barré is developing like a weed.* Scranton will have to keep moving indeed to keep up in the van."

Enterprise in Wilkes-Barre.

Harrisburg Patriot: "Harrisburg must look to its laurels as the most enterprising and progressive inland city in the State. The Wilkes-Barré City Councils in accepting the Shade Tree Commission Law and making an appropriation to put it in practice, have in this regard shown a spirit of progress which the Harrisburg City Councils have not.

"Moreover, the Councils of the same city seem to have taken a long step towards the abatement of the bill-board nuisance, a matter in which our City Councils have done nothing.

"The Wilkes-Barré ordinance, just passed, forbidding the placing of any advertisement, bill, notice, sign, card

or poster, legal notices only excepted, within 500 feet of any public building, church, school, charitable institution, park or playground seems entirely reasonable and there should be no trouble in its enforcement."

Directories.

During the year one hundred and ten directories of cities were placed on file in the Board rooms, and brass signs calling attention to the same were placed in all the large hotels. The following letter from a traveling man shows that they are appreciated:

Hotel Redington.

Wilkes-Barré, Pa., March 31, '09.

"BOARD OF TRADE,
"Wilkes-Barré, Pa.

"Gentlemen:

"I wish to thank your people for the use of your directories during my stay in the city. It is surely a great privilege to a traveling man to find in a city a place like yours where you have such a fine collection of books. It is not every city that has a Board of Trade wide awake enough to accommodate the traveling public.

"Thanking you again for the use of your directories, I remain,

"Yours very truly,

"PARKER R. TYLER."

Transportation.

During the year, the Transportation Committee of the Board has done excellent work. The milk car on the Lehigh Valley Railroad though not arriving as early as desired by the milk men, 4:30 p. m., nevertheless comes to the city at 6:45 p. m., much earlier than it did before the Committee took up the question. A letter from Superintendent Moon of the Lehigh Valley Railroad, dated June 19, 1908, shows the Company's position.

Lehigh Valley Railroad,
Wyoming Division.

N. L. MOON, Sup't. June, 19, 1908.
Wilkes-Barré, Pa.

"GEN. C. B. DOUGHERTY, Chairman,
"Transportation Committee,
"Wilkes-Barré Board of Trade,
"Wilkes-Barré, Pa.

"Dear Sir:

"I am in receipt of your letter of the 17th inst., with reference to the change to be made in handling the Wilkes-Barré milk car, beginning June 21st.

"As you are aware, this question was up once before and when the change was objected to on the part of the milk dealers, because of the claim that it meant added expense in distribution of the milk, we acceded to their desire with the statement that should conditions compel us to run the crew through we could

not bring the milk car in on the existing schedule.

"A Federal Law, limiting the hours of train employees, became effective on March 4th. In due time we found that the method of handling the crews conflicted with the law and it was necessary to change the arrangement. This involves our running the crew between Sayre and Easton as we are now doing, and will eliminate the train from Coxton to Wilkes-Barré which now arrives here with the milk at 4:30 p. m. The milk car will, however, come to Wilkes-Barré on No. 146 at 6:45 p. m., and in view of the delivery of milk to larger centers than Wilkes-Barré at much later times, we hope and expect that the milk dealers here will be able to adjust themselves to the new time without much inconvenience.

"Yours very truly,

"N. L. MOON, Sup't."

On December 6, 1906, the agitation for a night sleeper to New York City and return on the Lehigh Valley Railroad, was started by your Secretary, but at that time the Railroad Company responded: "We have not definitely determined yet that such a service would be remunerative or is needed by the citizens of Wilkes-Barré. We will, however, take the matter up again in the near future with the idea of reconsidering the proposition." On April 6, 1908, after the Transportation Committee had again taken the matter up, the "Wilkes-Barré Night Express" was placed on the road's schedule, and has been running ever since. The Committee had under consideration the subject of better passenger service between Wilkes-Barré and Pittsburg, referred to it by Board resolution on October 12, 1908, and a letter of March 29, 1909, shows what the prospects were then:

"Wilkes-Barré, Pa., March 29, 1909.

"MR. CHARLES K. GLOMAN, Acting Sec.,
"Wilkes-Barré Board of Trade,
"City.

"Dear Sir:

"I beg to make the following report on the matter of improved train service between Wilkes-Barré and Scranton and Pittsburg, Pa.

"I have had two or three interviews with different officials of the Pennsylvania Railroad Company, and about ten days ago Mr. C. M. Sheaffer, General Superintendent of Passenger traffic, Philadelphia, called upon me accompanied by Mr. L. W. Allibone, Superintendent, Sunbury, Pa., and we went over pretty thoroughly the question of and the possibilities in relation to the establishment of a better train service between this city, Scranton and Pittsburg, and I will be glad to have you advise the Board of Trade that we are very hopeful that a through sleeper on an improved train schedule will be established between Wilkes-Barré, and possibly Scranton, and Pittsburg, leaving

Wilkes-Barré about 7.00 o'clock in the evening and arriving at Pittsburg about 7 o'clock the next morning; returning, leaving Pittsburg at 8 or 9 o'clock in the evening and landing in Wilkes-Barré at 9 o'clock the next morning.

"While this cannot be definitely established at this time, yet it looks very hopeful. The question of establishing a through solid train service is a pretty large and costly one, and the Railroad Company would prefer to start out with the sleeper service first as outlined above to determine whether or not the business will pay.

"Yours very truly,

"C. B. DOUGHERTY, Chairman,
"Transportation Com."

On May 19, 1909, your Secretary was informed that the sleeper will be put on between Wilkes-Barré and Pittsburg beginning May 31, 1909. The car will leave Wilkes-Barré at 6.30 p. m., arriving in Pittsburg at 7.15 a. m.; returning, will leave Pittsburg at 8.50 p. m. and arriving in Wilkes-Barré at 9 a. m.

The Pennsylvania Railroad Company,
General Office, Broad Street Station,

"Philadelphia, May 24, 1909.

"Mr. C. Bow DOUGHERTY,
"Chairman Transportation Committee,
"Wilkes-Barré Board of Trade,
"Wilkes-Barré, Pa.

"Dear Sir:

"Referring to your several communications and to our personal interview having reference to the Scranton-Wilkes-Barré-Pittsburg service:

"Would advise that arrangements have been made to take effect first car leaving Pittsburg Sunday, May 30th, and first car leaving Wilkes-Barré Monday, May 31st, to operate through sleeping car service to

"Leave Pittsburg 8.50 p. m. daily except Saturday.

"Arrive Wilkes-Barré 8.59 a. m.

"Returning, leave Wilkes-Barré 6.30 p. m. daily except Sunday.

"Arrive Pittsburg 7.00 a. m.

"We are further negotiating with the D. & H. Company with the view of extending this car through to Scranton, which arrangement we hope will prove satisfactory to the Wilkes-Barré and Scranton people.

"With kind regards, I am,

"Yours truly,

"C. M. SHEAFFER,
"Supt Passenger Transportation."

Thus the Board of Trade has secured these two night trains on the Lehigh Valley and Pennsylvania Railroads, which will be a great convenience to the citizens and traveling men.

Mr. Charles S. Lee, General Passenger Agent of the Lehigh Valley Railroad, called on your Secretary

on May 19, 1909, and informed him that a ten days' stop over privilege on all tickets would be granted for Wilkes-Barré, beginning June 15, 1909. This will mean much to the city as a summer resort center.

Streets and Highways.

Peter A. Meixell, Esq., Chairman of the Streets and Highways Committee, has been very active in the city and county and aided the road improvement work no matter where located. The county road from Wilkes-Barré to Pittston, costing about \$100,000, is nearly completed. The state road from Wilkes-Barré to Nanticoke, contract price \$7,237.76, is not being worked as fast as desired, though progress is being made.

Surveys have been made for state roads from Bear Creek to the Munroe County line; also from Dallas to Harvey's Lake. The middle road to Nanticoke from Wilkes-Barré will be macadamized this summer from the St. Mary's cross road to the Nanticoke Borough line, a distance of three and a half miles.

The McAndrew Law, passed by the last Legislature, which enables counties to build roads through boroughs will greatly aid the Wilkes-Barré and Scranton road on the east side, as it will make possible a road from the Pittston city line to the Lackawanna County line and from that line to Scranton.

A new road to Laurel Run over the Wilkes-Barré Mountain, at a grade of 7 per cent. is expected in the near future. The township road from Ashley to Fairview is one of the finest specimens of road in the United States, even though the cost was high.

In Kingston, this year, Hoyt, Maple, Pringle and Pierce Streets will be paved. In Dorranceton, this year, Rutter Street from the Kingston line to Dorrance Street, and Union Street will be paved. Main Street, Luzerne, will be paved from the present pave to the iron bridge crossing Toby's Creek. In Forty Fort, a pave will be laid on Wyoming Avenue from the Dorranceton line to Owen Street near the stone bridge, about 8,000 feet long and fifty-five feet wide.

In Wilkes-Barré, the following streets were paved last year:

Hutson Street, Lehigh to Dana; Metcalf Street, Hickory to Hazle; Washington Street, Beaumont to Butler; Hancock Street, Market to Coal; Grant Street, Market to South.

This year the following streets will be paved:

Madison Street, Susquehanna Street, Elder Street, Orchard Street, Lincoln Street, from Ross to Hickory.

Petitions have been presented or will be presented for:

Elizabeth Street, Terrace Street, Carlisle Street,

Auburn Street, Horton Street, Stanley Street, Court-right Avenue, Park Avenue, Northampton Street, Joseph's Lane to the C. R. R. of N. J.; Empire Street, Stanton to Northampton; Stanton, Empire to Hazle.

In addition, the Warner-Quinlan Asphalt Company will place the eight miles of asphalt in the city in first class condition, and pave with asphalt, North River and North Streets, adjoining the new Court House.

On April 6, 1909, Mayor Kniffen approved of an ordinance regulating openings and excavations in the city streets. One provision makes the payment for such cut antecedent to the taking out of the permit, and the one taking out the permit must file a blank showing its size, etc. When we consider that in the past three years 2,255 cuts were made in the paved streets of Wilkes-Barré, we realize that a better system of regulating the same was certainly necessary.

Free Bridges.

On October 3, 1908, the Market Street bridge was thrown open to the public as a free bridge, having been purchased by the county for \$163,000.

On December 28, 1908, at the monthly meeting, the Wilkes-Barré Board of Trade went on record as favoring the new Plymouth bridge by adopting unanimously the following committee report:

"Wilkes-Barré, Pa., December 18, 1908.

"To the President and Members of the Board of Trade.

"Gentlemen:

"A meeting of the Committee on Streets and Highways was duly called and held at my office at No. 20 North Franklin Street, on Friday, December 18, 1908, at 3 p. m. Present: P. A. Meixell, C. E. Bertels, John S. Harding, F. J. Weckesser, H. S. Smith, Lyman H. Howe, George J. Stegmaier and John P. Williams, for the consideration of the following resolution referred to it:

"In view of the fact that an application for viewers for a new county bridge from Plymouth to Breshan, crossing the Susquehanna River, is now before the Court, and that the County has lately been expending large sums of money in freeing toll roads and bridges,

"Be it resolved, that it is the sentiment of the Board of Trade of this City that no new bridges be constructed until all of the existing toll roads and bridges are purchased by the County and made free to the public."

"John M. Garman, Esq., and T. A. Wright appeared before your committee in favor of the resolution and H. L. Freeman and John H. Williams, Esq., appeared against it. After hearing arguments for and against the resolution, the parties retired.

"The Committee then considered the resolution fully, and by a vote of four to two decided to report the resolution in the negative to your body.

"Respectfully submitted,

"PETER A. MEIXELL, Chairman."

Since then a jury of viewers have recommended the Plymouth bridge. On April 1, 1909, the North Street bridge in Wilkes-Barré was thrown open to the public as a free bridge, the purchase price to be determined later by a jury trial. The county also purchased three other bridges during the year and made them free:

Paddy's Run bridge near Shickshinny at a cost of	\$62,500
Water Street bridge, Pittston, at a cost of	55,000
Ferry Street bridge, Pittston, at a cost of	60,000

The county also purchased three turnpikes and made them free to the public:

Union Turnpike Road Co., at a cost of	\$25,000
Dallas & Kingston Turnpike Co., at a cost of ...	19,000
Hunlock's Creek Turnpike Co., at a cost of ...	12,500

Industries.

During the year the Manufacturers' Committee has had several meetings and passed upon many propositions placed before them. The year has been one of unusual business depression and has not been, as Williamsport puts it, "one during which conditions were favorable to the acquirement through Board of Trade effort, of new industries requiring local investment, as the very great majority of the concerns with which the Board comes in contact are those whose only object in removal or location is the securing of a supply of cash from local people, either as a gift or investment, who are ready to move to any city whose people will meet their requirements in this direction and without regard to the existence or lack of such advantages as would be of the first importance to the manufacturer whose consideration of removal is the result solely of an honest desire to secure the most favorable conditions possible for the manufacture of his particular product."

Consequently while opportunities for industrial acquisition through Wilkes-Barré investment have not been lacking, *thorough investigation* has not resulted in discovering the elements of strength and merit which would justify the Manufacturers' Committee in recommending investment by the members of this Board.

On October 21st and November 30th, 1908, meetings were held in reference to the Usona Stamping Works of New York City, and on November 30th the Committee prepared a report of five typewritten pages on this concern. The promoters said they wanted no money, but nothing further has resulted.

On May 13, 1909, a meeting was held with reference to the Climax Specialty Company of Seneca Falls, New York, and an alternative proposition has been submitted to that Company, but since refused.

On August 7, 1908, the Penn Tobacco Company purchased for \$23,000 a new site for their factory on South Pennsylvania Avenue, the small factory in Hanover Township proving too small for this growing industry.

During August, 1908, the Matheson Automobile Company, with a fully subscribed capital of \$150,000, was formed to undertake the selling end of the Matheson Motor Car Company output. The default on November 20th, 1907, of the Palmer and Singer Company made this move necessary and practical.

The Jones Manufacturing Company is a new concern organized this Spring to manufacture harness. The company is headed by John Jones, the Northampton Street harness maker, and the building where the company will start its work is located in the rear of the Bell Telephone Company Exchange.

The Kelly-Arnold automatic air brake, steam heat and train signal connector was given a satisfactory demonstration to the public on Saturday, March 13th, 1909, at the foundry of Royer and Zweibel on East North Street. This Company is not organized to manufacture, only to lease manufacturing rights, but it is hoped we may soon have a manufacturing company organized here to locate a plant in this vicinity.

During the early winter, Mr. Henry Leon, of Bradford, Pa., came to Wilkes-Barre looking for a building for a new silk mill. Your Secretary saw that he looked at all the available buildings, but later a new company was formed in which Mr. Carl Ferenbach, of the Wilkes-Barre Silk Company, joined. The company is known as the Leon-Ferenbach Silk Company and they decided to build their own plant. At the present time, on Hazle Avenue, between Jones and Parrish Streets, their new two story mill is now under roof and is being operated. It is 50 x 200 feet, with a basement, separate power house, offices, etc., comprising about 26,000 square feet first floor space. The plant, with machinery, will cost about \$100,000 and will start with one hundred operators.

Through the efforts of Crane Brothers, incorporated silk throwsters of Kingston, Pa., a large silk mill will soon be erected at Luzerne Borough, near the station of the Lehigh Valley Railroad Company. The new enterprise will be known as the Tussah Throwing Company and will be backed by New York capital.

A new powder plant is also to be erected near Miner's Mills, which will employ about one hundred and fifty men.

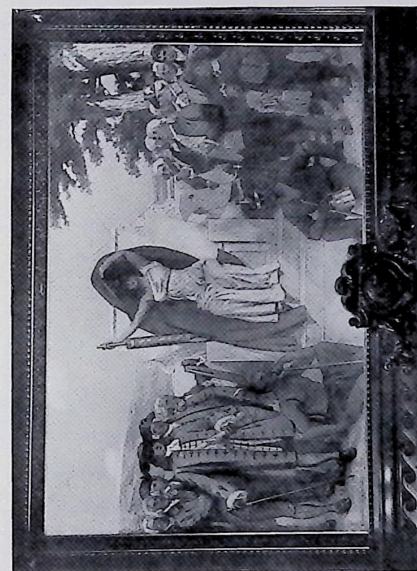
On June 9, 1909, an application for a charter will be made by the Wilkes-Barre Rug and Carpet Manufacturing Company, a concern whose object is to make and renovate rugs and carpets. At present they are

"The Awakening of a Commonwealth."

Description of a decorative panel painted by W. T. Smedley, placed over the Judge's Bench in Court Room No. 2, of the Luzerne County Court House, Wilkes-Barre, Pa.

In the full glow of a morning sun, seated against a white marble keystone (indicating the "Keystone State"), is a female figure representing the Commonwealth, raising the veil of night, the morning star in her hair, in her right hand the fasces; behind her, Wyoming Valley and the Susquehanna River.

At her feet are two figures, representing the two principal industries for which the State is noted—a coal miner and an iron worker.



On either side is a group of notable Pennsylvanians, representing Law, Science, the Arts, Finance and the Church.

On the left are Benjamin West, General Mifflin, William Penn as the Proprietor, John Dickinson, George Olymer, and James Wilson, the able lawyer, who was a counsel for Pennsylvania in the Connecticut claims at Trenton, and one of the framers of the Constitution.

On the right, Thomas McKean, twice Governor of the State, and afterward Chief Justice; Bishop White, Benjamin Franklin, Charles Thompson, "Mad" Anthony Wayne, Robert Morris, who financed the Revolution, and Robert Fulton, painter, and inventor of the steamboat, and a one-time pupil of Benjamin West.

Below them, figures of a boy and a girl with school books, representing coming generations, looking up to one of the most picturesque and interesting figures in our history—Benjamin Franklin—in the act of experimenting with electricity.

located on Woodbury Street, Lee Park, but expect soon to move to larger quarters.

Through the efforts of the Board of Trade and A. J. Barber, Esq., Mr. Frank Frigerio, who formerly had an interest in silk mills in Nanticoke and White Haven, will erect a silk mill in Dorranceton, on the line of the Lehigh Valley Railroad. He has purchased a tract of about five acres from the Eley Estate on which he expects to erect his mill. At present the plans are in the architects' hands. The total investment will be \$100,000, and two hundred persons will find employment.

**Recent Incorporations where Business will be done
in Wilkes-Barre and Vicinity.**

	Capital.
Matheson Automobile Co.....	\$150,000
Leon-Ferenbach Silk Co.....	100,000
Wyoming Chemical Co.....	50,000
Morgan Slate Mfg. Co.....	50,000
Keystone Bottling Co.....	50,000
Hub Clothing Co.....	50,000
McDonald and Snyder.....	30,000
A. J. Roat Supply Co.....	30,000
Wyoming Valley Beef Co.....	25,000
Nanticoke Brick Co.....	22,000
Mechanical Specialty Mfg. Co.....	20,000
Jones Harness Mfg. Co.....	20,000
Total capitalization	\$597,000

Grade Crossings.

On February 19, 1909, resolutions of vast importance in the development of the plan for the elimination of grade crossings in the city were adopted at a meeting of the Board of Engineers and Executives of the various railroads, at a meeting held that day in New York City. A definite plan (Plan E) to work upon was decided, and the decision to proceed with the elimination of grade crossings and erection of the Union Station as soon as possible was also made. Those present at this important meeting were:

J. I. Middleton, Vice-President and General Manager of the L. V. R. R.; W. G. Bessler, General Manager of the Central Railroad of New Jersey; C. S. Sims, Vice-President and General Manager of the Delaware and Hudson Co.; Mr. Allibone, of the Pennsylvania Railroad Co.; C. B. Houck, General Manager of the Wilkes-Barré and Hazleton Railway; E. B. Ashby, Chief Engineer of the Lehigh Valley Railroad; James MacMartin, Chief Engineer of the Delaware and Hudson; W. S. Thompson, Division Engineer of the Pennsylvania; T. A. Wright, General Manager of the Wilkes-Barré and Wyoming Valley Traction Co.;

Charles F. Conn, Vice-President of the Laurel Line; R. V. Norris, Chief Engineer of the Wilkes-Barré and Hazleton; B. K. Finch, City Engineer, Fred Gates, City Clerk, Edwin B. Morgan, Chairman of the Grade Crossings Committee and R. Nelson Bennett, Chairman of the Finance Committee of Councils.

As soon as the cost can be apportioned between actual elimination and railroad improvement, the matter will be finally presented to Councils and the citizens for action.

Greater Wilkes-Barre.

On the subject of Greater Wilkes-Barré, the only question remaining is for the Court, upon the petition of the city, to fix a day for a special election in Hanover Township, the City Councils having passed all the necessary ordinances.

On March, 29, 1909, City Solicitor Charles F. McHugh, into whose charge the matter had been placed by the Committee, presented to the Board a resolution in regard to the "Catlin Bill" drawn by Mr. McHugh, which was unanimously adopted by the Board of Trade:

"Whereas, there is now pending in the Legislature of Pennsylvania an act providing for the annexation of boroughs and intervening territories adjacent to cities of this commonwealth, said act being commonly known as the Catlin act; and

"Whereas, the passage of said act will be the means of speedily securing a Greater Wilkes-Barré; and

"Whereas, the Board of Trade has repeatedly voted in favor of a Greater Wilkes-Barré; therefore be it

"Resolved, by the Board of Trade, that the State Senators from Luzerne County and the Honorable Edward Williams and F. M. Nichols, the representatives from this district, and other members from Luzerne County, be requested to use all honorable means to secure the passage of the aforesaid act of Assembly. And be it further

"Resolved, that the Secretary be requested to forward a copy of this resolution to the Senators from Luzerne County and the members from Wilkes-Barré and Luzerne County, at his earliest convenience."

The Catlin Bill passed the Senate, but was throttled in the House because of the opposition which centered in Allegheny County. So Wilkes-Barré will have to work out the problem under existing legislation.

Public Health.

The Committee on Public Health has been very active during the year. On November 30, 1908, they presented a very comprehensive report which dealt with, *inter alia*:

1. Medical Inspection of the Public Schools.

2. Improvement of the Milk Supply in Wilkes-Barré.
3. The Prevention of Tuberculosis.
4. The Prevention of Typhoid Fever.
5. Sewage and Sewage Disposal Plants.
6. The Institution of General Cleaning Up Days.

On March 29, 1909, the Committee presented a letter from Col. Louis A. Watres, President of the Spring Brook Water Supply Company, with reference to the filtration of water which is pumped from the river in times of *extreme drought*, such as the *summer of 1908*. The letter is as follows:

The Spring Brook Water Supply Company.

"Scranton, Pa., March 18, 1909.

"CHARLES H. MINER, M. D., *Chairman*,
"Wilkes-Barre, Pa.

"Dear Dr. Miner:

"Upon my return from a short trip to Jamaica, I find your esteemed letter of February 25th.

"The Susquehanna Avenue Pumping Station, owing to the extreme hardness of the river water, and the possibility of contamination, is only used as an emergency plant and not intended for general use. When it is used, but a small portion of this supply reaches our consumers for it is put in with the Spring Brook supply. The water at this station is not taken into the pipes direct, but passes through a sand and gravel filtration gallery which forms a very good filter bed and which is always kept in good condition. When we have found it necessary to operate this pumping station, Professor Dean, our chemist and bacteriologist, has been in direct supervision of the supply, making analyses with such frequency as to satisfy him of the absolute safety of this water for domestic use.

"We are always glad to receive suggestions from you and your Committee, but in the present instance I cannot but feel that with all of the facts governing this situation before you, you would take our view of the matter. We fully realize our responsibility to the public and we are as solicitous for the safety and excellence of the water supply as any one can be and in using this supply under the supervision of Professor Dean, we are convinced that it is perfectly safe, although we confess that we would much rather not be obliged at any time to supply this water, for it requires too much watching and too close a scrutiny. In view of the fact that this is but an emergency plant, we do not feel justified in making any expenditure in connection with it which is not necessary. We have felt and now feel that the money can be used to better advantage, both for the Company and for the consumers, in providing other and better supplies.

"There has not been a year since the installation of our system in which we have not expended several hundred thousand dollars for

the protection of our consumers, both as to the quantity and quality of the water supply. We are now engaged in construction work which will largely add to our supply and which will require the expenditure of upwards of \$300,000. Our present and past expenditures have been made with the purpose of abandoning the river as a source of supply for domestic use, even as an emergency plant, and we hope soon to accomplish this result.

"Under all of the circumstances, I cannot but feel that you and your Committee will agree with me that the expenditure of money as suggested in your letter would be unnecessary, impracticable and unwise. I am, nevertheless, glad to have heard from you and shall always be glad to receive any suggestions which you may offer.

"Very truly yours,

"L. WATRES, President."

On April 26, 1909, Dr. Charles H. Miner, the chairman of the Public Health Committee, gave an illustrated talk on the city's milk supply, stating that too many children under the age of five years die from intestinal diseases and that the first *Milk Laboratory* and Depot in this section of the State, with apparatus donated by Mr. Strauss, of New York City, would be established in the city this summer. It is now open and has several branch depots.

Street Lighting.

During the year the question of street lighting was before the Board. On December 28, 1908, the Board considered the "price of gas (\$1.10 net) and electricity (11.6c.) for the small householder," and on March 2, 1909, the special Street Lighting Committee submitted the following schedule of prices of gas in the cities of Pennsylvania:

	Per 1000 feet net.
Chester	\$1.00
Altoona	1.10
Easton	1.25
Williamsport	1.40
Industrial rate	1.00
Industrial rate for over 180,000 ft.	.90
Fuel gas	1.00
Seranton, from 5 to 20 per cent., depending on quantity	1.00
Erie	1.00
Lancaster	1.00
Allentown	1.10
McKeesport, natural gas	.27½
Artificial gas	.18
York	1.10
Newcastle, discount 2 per cent. per M.	.32
Johnstown	.99
Fuel gas 1 per cent. discount	.70
Reading, lighting	1.10
Fuel and power	1.00
Harrisburg	1.10

In the collection of these statistics, your Committee came into possession of information respecting prices of gas in a number of neighboring cities outside of Pennsylvania, and would be glad to submit these in a supplemental report if desired.

Respectfully submitted,

Lighting Committee,
GEORGE E. SHEPHERD,
Chairman.

Solomon's Creek.

During the year, the Special Committee on Solomon's Creek held several meetings and worked out the following results:

At a meeting on June 30, 1908, a copy of a bill in equity restraining the Lehigh and Wilkes-Barré Coal Company from filling with culm, the channel of Solomon's Creek, was presented to the Board.

On October 12th, 1908, progress was reported and that expert opinion had been sought regarding the feasibility of changing the course of the creek and that a survey had already been made. The Committee also helped secure an appropriation of \$7,000 in the city loan ordinance for this work. The better plan, however, is contained in the following resolution which the City Councils are now considering, with the appropriation already made:

"That it is the sense of the Board of Trade that the most proper and feasible way to do this is as already recommended by the Joint Sanitary Committee and the City Engineer, viz.: 'That the bed of the entire course between Franklin Street bridge and the river, be cleaned, dredged and straightened, and the channels widened where they are narrow. Wall or scrib up the sides of the creek where it flows along culm bank or railroad fillings; cut down the brush and trees in the bed of the creek; wall up the southern side of the creek from Franklin Street to Barney Street so as to protect the road bed of Brook Street; remove the boxed pipe at Buttonwood Breaker, the pipe crossing the creek near Pfouts homestead, and the obstruction mentioned at Regent Street bridge. We also recommend another opening to be placed at the Oxford Street bridge.'"

"It is also recommended that similar attention to dredging should include the bed of the creek from the old Petty's Pond to Franklin Street or as much of it as is within the city limits."

Legislation and Taxation.

During the year the Committee on Legislation and Taxation took up the following questions and submitted the recommendations which were adopted by the Board:

1. The passage of an act of Assembly establishing civil service regulations for subordinate office holders and employees in third class cities.

2. The passage of an act of Assembly fixing the duties of mayors of third class cities so that the holding of police court by such mayors may be optional with them.

3. An appropriation by the State government of \$20,000 to be used toward the making of surveys and the ascertainment of remedies for the flood problems which are so serious in the Wyoming and other river valleys in the State.

The law in reference to mayors of third class cities is now the law of the State, having passed without much difficulty during the session of the last legislature at Harrisburg.

Factory Sites.

The subject of factory sites is an important one for the Board and the new map made during June, 1909, by the Sturdevant Engineering Company especially for the Board of Trade, is the most comprehensive map ever made of Wilkes-Barré and vicinity. It will aid much in helping the Board to locate industries.

Parks and Tree Planting.

The Committee on Parks and Tree Planting did good work in having the Law and Ordinance Committee of Councils report favorably the resolution adopting the State Shade Tree Act of May 31, 1907. The resolution was adopted on July 14, 1908, and the initial appropriation for the work this year was \$1,380. Trees have been planted on North Main and Grant Streets and will be planted on Madison Street when the street paving is completed.

Membership.

The Membership Committee, because of the financial depression, did not institute Rooster Day No. 3, as they considered it was more important to retain all the old members and have them pay their dues than increase the membership. However, during the year we added thirteen new members.

The following members died during the year: Edwin H. Jones, Dr. W. S. Weaver, William Guernsey and Theodore T. Hinkle.

Conventions.

On October 1st, 2nd and 3d was held the second annual convention of the Association of Commercial Executives at Atlantic City, New Jersey. Wilkes-Barré was represented by Mr. Charles K. Gloman, Acting

Secretary and Editor of the Board of Trade *Journal*, and Secretary R. Nelson Bennett. The following cities were represented:

Massachusetts.—Worcester and Springfield.

New York.—Ithaca, Schenectady, Saratoga, Auburn, Rochester, Binghamton and Elmira.

New Jersey.—Atlantic City, Hoboken, Newark, Trenton and Bloomfield.

Pennsylvania.—Wilkes-Barré, Philadelphia, Lancaster, Carbondale and Harrisburg.

Delaware.—Wilmington.

Virginia.—Norfolk and Petersburg.

District of Columbia.—Washington.

Ohio.—Dayton.

California.—Los Angeles.

Letters were read from other places whose secretaries could not attend. The Association now has a membership of forty secretaries and presidents of commercial organizations.

Your Secretary was promoted from Vice-President to President during the Summer. After Mayor Stoy had given us the freedom of the boardwalk, and the usual convention resolutions had been prepared, the three days' session developed into a genuine experience meeting. "Advertising for Cities," the discussion led by J. Ralston Cargill, of Columbus, Georgia, occupied one afternoon. His paper was read by Roy Smith, from Elmira. The discussion was very animated and Mr. George W. Tryon, of the Curtis Publishing Company, of Philadelphia, presented a novel scheme of cooperative advertising, which the Association has taken under advisement.

N. B. Kelly, Secretary of the Trades League of Philadelphia, delivered an address on the freight department of that organization.

Mr. Woodworth Clum talked on "How Can a Sense of Pride in the Growth and Development of a City be Awakened in the Conservative, Selfish and Non-progressive Citizen?" The discussion developed the fact that the non-progressive citizen is the same whether he lives in Ohio or Massachusetts, and several suggestions were made as to how to change him if possible.

One session was devoted to the year's work of the organizations represented, and Wilkes-Barré learned much to benefit her.

"The Limit of a Commercial Organization's Activities" was admirably handled by Sidney R. Clark, of Rochester; and your Secretary read a paper on the subject, "To What Extent Should a Commercial Organization Participate in Financing Local or Imported Manufacturing Enterprises?"

General De Graw, Fourth Assistant Postmaster General of the United States, gave us a short talk, as

also did Major Carson, Chief of the Bureau of Manufactures of the Department of Commerce and Labor.

The Convention elected the following officers: President, R. Nelson Bennett, Wilkes-Barré, Pa.; Vice-President, George S. Lenhart, Atlantic City; Secretary-Treasurer, Byres H. Gitchell, Binghamton, N. Y.; and decided to meet next year in Rochester, New York, during the second week in October, 1909.

A full account of the proceedings was published in the *Worcester Magazine*, of Worcester, Massachusetts, in the issue of November, 1908.

The Special Convention Committee of the Board held a meeting and made this report which covers all conventions:

"Mr. President and Gentlemen of the Board of Trade:

"There was referred to this special committee of the Board of Trade the application of the National Protective Legion of Waverly, New York, for financial assistance to the extent of providing hall rent for their national convention which will be held in this city during the whole week commencing September 21st. The Irem Temple has been engaged for the convention and it is stated that the rent will amount to \$500. There will probably be an attendance during the week of over one thousand visitors.

"This committee held a meeting at which the representatives of the National Protective Legion in this city were asked to present the reasons for their request and explain the objects of the society. At an adjourned meeting of the committee, held on the 19th inst., it was decided to recommend to you a general policy with regard to conventions.

"This committee believes that conventions which are not objectionable are a benefit to the city. They not only place in circulation here a considerable sum of money which results in benefit to the merchants and hotel keepers, but they also advertise the city, and do it in the most direct manner by showing to the visitors its business activities and attractiveness.

"There can be no doubt that the purpose of our Board of Trade is to increase the business done by the city and to advertise its advantages. Both of these purposes are, to a certain extent, brought about by conventions and the Board of Trade should therefore encourage the holding of conventions in Wilkes-Barré, more especially those composed of active business men.

"We find on examination of the purposes of the National Protective Legion that it is largely an insurance proposition, transacting both benefit and life insurance. It has approximately eight hundred members in this community, including certain members of our Board of Trade, and according to the last report has invested funds amounting to two and one-half million dollars.

"This committee finds that applications have been made to the Board of Trade for assistance in two instances previous to this application, and both have been refused mainly because of lack of funds. It is unaware of the condition of the treasury at the present time and does not feel, therefore, that it can recommend the granting of the request of the National Protective Legion in full, that is to the extent of \$500.00, nor can it judge what proportion of that amount should be given to it. We respectfully suggest that the Board of Trade as a whole, or its Finance Committee, should pass upon this.

"This committee wishes to go on record as favoring the policy that the Board of Trade take an active part in urging the bringing of conventions to this city, and it believes there should be a fund of the Board of Trade applicable to such a purpose. If assistance is given to one convention, it will undoubtedly be expected as a matter of right by other applicants, and some system should be established for the equal distribution of such a fund, based on the benefits to be derived by the merchants of the city and the advertising value of such convention.

"Signed

"JAMES POLAND,
"M. C. CLEVELAND,
"H. H. BLASE,
"LOUIS E. LEVAN,
"AMADEO OBICI,

"C. N. LOVELAND, *Chairman.*"

The report of the Finance Committee in reference to the convention as adopted by the Board was:

"MR. CHAS. K. GLOMAN, *Acting Sec.,*
"Board of Trade, Wilkes-Barré, Pa.

"Dear Sir:

"Replying to your favor of the 30th ult., in connection with the report of the Special Convention Committee relating to the application of the National Protective Legion of Waverly, New York, through its local representatives, O. R. Zohe and J. W. Raeder, for financial aid from the Board of Trade towards the expense of their convention in this city, next September.

"The Finance Committee have given this matter careful consideration, and recommend that the Board of Trade contribute an amount of money not exceeding \$100.00 to this Convention Committee to be used toward a souvenir publication to be gotten out by their Convention Committee. This contribution to be made subject to the provision that the Secretary of the Board of Trade shall first approve of the advertising matter relating to the City of Wilkes-Barré that shall appear in said souvenir.

"Yours very truly,

"JAMES M. ROLAND,
"Chairman, Finance Committee."

During the last month two very important conventions were held in the city. On April 30th and May 1st, the Travelers' Protective Association of America held its annual convention in this city. There were in attendance two hundred delegates representing 2,700 in the State of Pennsylvania. The local post "J," the hosts, was only organized in 1908, and now numbers one hundred and seven members.

Representatives of the national organization were here and the banquet was held in Irem Temple. The Board of Trade booklets were used.

On May 11th and 12th, the Master Plumbers' Association of Pennsylvania held its 15th annual convention in Wilkes-Barré. The Board of Trade furnished two hundred and sixty-five booklets which were used as a "Souvenir Publication" for the association. About one hundred and fifty delegates, representing one hundred towns and cities, attended.

Endurance Run.

The Quaker City Motor Club Endurance Run from Philadelphia to Wilkes-Barré and return, was held on January 1 and 2, 1909. The Matheson car owned by F. M. Kirby and driven by Mr. Kirby's chauffeur, William Miller, a regular stock car which had been driven 7,000 miles prior to entering the contest, won first place and the McDonald and Campbell five hundred dollar cup. Wilkes-Barré thus secured prominence and publicity for herself and for the product of one of her industries.

Civic Revival.

Through the efforts of the Women's Civic Club with funds furnished by the Civic League of Luzerne County, Wilkes-Barré had a civic revival in January, 1909. Mrs. Caroline Bartlett Crane, a civic worker from Kalamazoo, Michigan, spent three days in the latter part of January, 1909, diagnosing Wilkes-Barré and letting us know our faults. She was plain and outspoken and told us of our shortcomings, but summed the entire visit up in these words: "Indeed after my experience in other cities, it comes as a *surprise* that I have not the necessity for a sweeping condemnation of your beautiful city."

Foreign Capital.

During the year the Mohican Company, of New York City, and Clarke Brothers, of Scranton, have opened new cash grocery stores in this city. Both concerns were attracted to Wilkes-Barré by her promising future.

Irem Temple.

On December 16, 1908, the beautiful Irem Temple was formally opened, and as a result, Wilkes-Barré has become the "Musical Center" of this part of the State.

Merchants' Protest.

On April 26, 1909, the Board of Trade passed a resolution with reference to raising the license fee for transient merchants from \$100 per month to \$200 per month, petitioning the Councils to so amend the ordinance in reference thereto. The said ordinance has passed Councils and is now the law of the city.

Underground Wires.

Ever since the Board of Trade, on September 30, 1907, had Mr. Chas. E. Phelps, Jr., Chief Engineer of the Electrical Commission of Baltimore, give the citizens an illustrated talk on this subject, the topic has been under discussion but nothing has been accomplished. When the photograph was taken at the fire of the old First National Bank building, last winter, showing the difficulty with which the new aerial truck was placed in position, public opinion became crystallized.

On April 26, 1909, the Board, by resolution, endorsed the movement to place the wires in the central city underground, and requested the Streets and Highways Committee to cooperate with the Street Committee of Councils, to see if some progress could not be made.

Board of Trade Smokers.

During the year two smokers of the Board were held. On October 12, 1908, the Fall smoker was held at the Hotel Sterling and was very successful. On March 29, 1909, the Spring smoker was held at the same place, when E. B. Morgan, Esq., gave his interesting talk on Grade Crossings Elimination.

Sewage Disposal.

Mr. George A. Johnson, of the firm of Hering and Fuller, Constructing and Sanitary Experts, of New York City, on November 30, 1908, gave an illustrated talk on "Modern Sewage Disposal Plants," which was very interesting and highly instructive.

High School Essays.

On June 30, 1908, the Committee on award of the Board of Trade High School Essays, brought in their report as follows: Awarding first prize, \$15.00, to Miss Esther Creveling, and \$10.00 medal to Gertrude Marvin, with honorable mention of Howard Aston.

Hill Climb.

Our Fourth Annual Hill Climb has been held. This is now a national event and congratulations are due the Wilkes-Barré Automobile Club for their superb management the last three years. The Board of Trade, however, is equally to be congratulated, as the Board has donated three valuable cups worth \$410.00, *one each year*, and has the credit of starting this agent of publicity during the Centennial Celebration in 1906, when it was managed by "Senator" W. J. Morgan, of New York City. On February 9, 1906, in response to a letter of January 31, 1906, from Mr. Frank Matheson in Holyoke, Mass., Senator Morgan wrote as follows: "I will write to Mr. R. Nelson Bennett in regard to the Wilkes-Barré Centennial, and possibly we can arrange a hill climbing contest. I thank you very much for your information and trust you will be one of the competitors."

Spring Brook Water Co.

The Spring Brook Water Supply Company recently purchased some property, 50x145 feet, on North Franklin Street for \$32,500, upon which they propose to erect a four-story office building from Spring Brook stone.

The Deep Hollow Reservoir, just completed by that company and which holds two hundred and fifty-six million gallons of water to supply the high points in the city of Wilkes-Barré, should relieve that section of the city from any scarcity, even in times of drought.

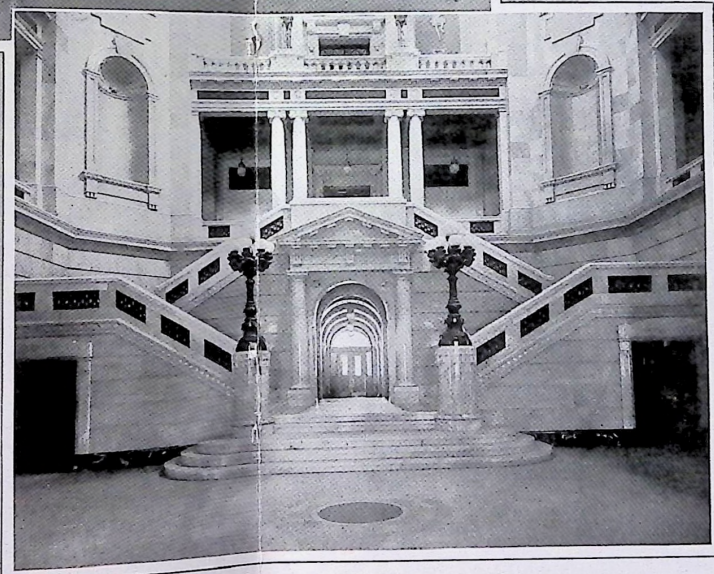
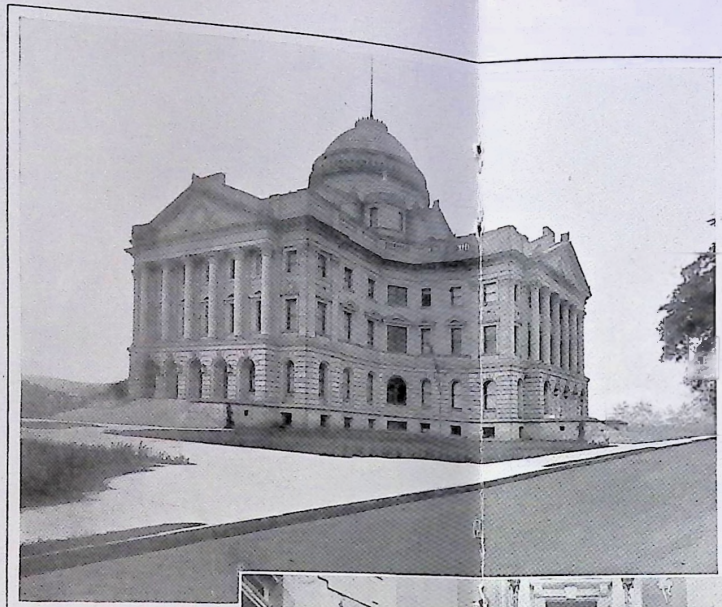
Park Work.

The park work continues to progress. The River Common from Market Street to South is about completed and the rock filled in by the Lehigh Valley Coal Company, at a saving to the city of \$12,000, will soon be covered with soil and grass and an attractive walk will extend from the Market Street bridge to the North Street bridge.

A bath house and bathing float were added to Riverside Park and in addition to the ten base ball diamonds, five playgrounds will be opened this Summer.

The grounds of the new Court House have been laid out by Mr. Barclay, the Park Superintendent, so that harmony of treatment will result between the county and the city.

Forty-nine thousand, two hundred and seventy-one children used the playgrounds during the day last Summer. This does not include the evening attendance. The Wilkes-Barré parks now have an acreage of one hundred and sixty and 52/100 acres.



Lincoln Centennial Dinner.

The Lincoln Centennial Dinner on February 12, 1909, in the new Irem Temple, was a great success. About two hundred and fifty sat down and enjoyed food, songs and speeches. Judge F. W. Wheaton, after an introduction by President Raeder, acted as toastmaster, and "Lincoln, the Man" was responded to by Robert D. Towne, of Scranton, and Rt. Rev. Ethelbert Talbot, D. D., talked on "Abraham Lincoln, the Typical American Democrat." Daniel L. Hart gave one of his characteristic speeches on "Hart Throbs" and the new city song "Wilkes-Barré, my Wilkes-Barré" to the air of "Maryland, my Maryland," written by J. Andrew Boyd, was sung for the first time and made a hit.

Luzerne County Fair.

The third year of the Luzerne County Fair was most successful. The attendance was nearly 100,000. This fair is the only night and day one in the county. The management intends to make the Luzerne County Fair the best and largest in the State. Excursions are run over several of the railroads, and the business done by the merchants during fair week shows what such an annual event can do. If the local people will realize what the fair means to the community, and will contribute to its support, more ground and buildings will be secured, and the fair made much better and larger.

Diamond Park.

The Wilkes-Barré Base Ball Club has leased the old Y. M. C. A. ball grounds opposite the driving park and made them into one of the finest base ball diamonds in the East. A large new grandstand enables every spectator to see the game without interference. The park has been called "Diamond Park," following out the Board of Trade name for Wilkes-Barré of "Diamond City."

Soldiers and Sailors Monument, Public Square.

The ordinance of 1900, which permitted the new Luzerne County Court House to be erected on the River Common, provides: "That upon the completion of the county court house on the River Common plot aforesaid, the County of Luzerne shall remove the court house from the Public Square and fill up all excavations to the level of the present surface, without damage to the trees growing thereon, and put said property in good condition, and all at the expense of the County of Luzerne, and subject to the approval of the proper municipal authorities."

The Act of June 7th, 1907, P. L. 463, provides "that

if approved by two successive grand juries and said court, the County Commissioners shall be authorized to erect * * * and maintain at the county seat a suitable monument in memory of the soldiers, sailors and marines of the late War of the Rebellion from said county."

The Grand Jury of April 11th, 1908, being the second successive Grand Jury, brought in this recommendation in reference to the memorial: "We recommend that the petition for the erection of said monument be approved and the County Commissioners be authorized to erect and maintain at Wilkes-Barré, the county seat, at a cost not to exceed \$150,000, a suitable monument in memory of the soldiers, sailors and marines of the late War of the Rebellion from this county."

The recommendation needs the approval of the Court, and a place to erect said monument. In reference to the latter, the following resolution, passed by Councils and approved by the Mayor, is pertinent:

"Whereas, The County of Luzerne is now considering the proposition of erecting a Soldiers' and Sailors' Monument in this city;

"And, whereas, One Grand Jury has already recommended that said monument be erected, and that money be appropriated for the erection thereof;

"Therefore, Be it resolved (The Common Council concurring), That when the several courts of Luzerne County and the offices of the officials are removed to the new court house and the old court house is torn down, that the County Commissioners are hereby granted permission, also requested to erect said Soldiers' and Sailors' Monument in the center of the Public Square on the site of the present court house."

The County Commissioners appear to doubt their right to erect such a monument because the county paid the debt on the present Memorial Hall, their solicitor filing an opinion to that effect.

On May 25th, 1909, the Committee on Permanent Memorial of the Wilkes-Barré Centennial Jubilee, at a meeting, passed the following resolution:

"That it be the sense of the Committee on Permanent Memorial of the Wilkes-Barré Centennial Jubilee that a Memorial incorporating the idea of a clock tower with statues or tablets of Wilkes and Barré and a public comfort station be erected in the center of Public Square

and that this Committee proceed to devise ways and means to secure the plan and the completion of such a memorial."

The above resolution was unanimously endorsed by the Wilkes-Barré Board of Trade at their annual meeting on June 1, 1909.

The Grand Jury of Luzerne County, in their return to Court on June 5, 1909, recommended "that a fitting Soldiers' and Sailors' Monument be erected in the Public Square and that a suitable clock tower separate and apart from said monument be erected." So there is no doubt that something will be decided upon that will be a credit to the city and an ornament to the beautiful spot into which the court house site will be transformed.

When the old court house was built on Public Square in 1857, the city of Wilkes-Barré contributed \$20,000 towards its erection by selling six per cent. bonds, the county agreeing to permit the city to use certain rooms for city hall purposes. Now that the city has no special privileges in the new court house, it seems fair for the county to pay back the twenty thousand dollars by contributing towards a monument or clock tower.

Improved Surroundings New Court House.

On December 28, 1908, the Board of Trade started the agitation for improved surroundings of the new \$2,000,000 Luzerne County Court House. The Grand Jury, in their report to the Court on June 5, 1909, made the following recommendation:

"We believe and do recommend that it would be for the best interest of the county to surround the new court house with the proper setting and for that purpose to secure by purchase or condemnation the property on River Street from Jackson to North Streets about half way to Franklin Street, also the property between the court house and the jail bounded by North, River and Water Streets."

Under the act of June 26, 1895, P. L. 349, the city of Wilkes-Barré has power to acquire private property for public parks by condemnation proceedings and under the act of June 2, 1907, has power to resell with restrictions land within 200 feet of a park, parkway and playground of land so appropriated or acquired. So if the county cannot by negotiation secure a fair figure for the surrounding lands, the city might help the county out, provided the county foots the bill.

Banquet Statement.

Report of the Banquet Committee for the Lincoln Centennial Dinner, given February 12th, 1909, at the Shrine Hall:

Mrs. Martin Hochreiter, 265 plates at \$1.85	\$ 490.25
Rent of Irem Temple	75.00
Oppenheim's Orchestra	40.00
Printing, Record Co.	46.75
Printing, Lenox Mfg. Co.	34.50
Board of Trade, 1195 stamped envelopes	23.00
Dinner check envelopes	1.10
Stamps	3.50
Mooney & Weir, flowers	6.00
Check room	4.50
Cigars	27.00
Speaker's expenses, Sterling	3.00
Posten Bros., cab	.50
Total expenses	\$ 756.00
252 dinner checks at \$3.00	759.00
Total expenses	756.00
Balance on hand	\$ 3.00

Financial Statement.

Amount collected for dues	\$4,213.88
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EXPENDITURES.

Salaries, Secretary and Stenographer	\$1,560.00
Printing	283.92
Hill climb cups, 1908-1909	251.00
High School Essay prizes	25.00
Painting bill board	24.00
R. G. Dun & Co., Dun Book	150.00
Window shades for Board of Trade room	2.74
New York trip, Usona Stamping Works	16.00
Convention expenses, C. K. Gloman and R. N. Bennett, Atlantic City Convention of Commercial Executives	66.20
Indexed electrotpe cabinet, "cuts"	30.88
Brass signs for hotels	19.41
G. A. Johnson, lecture, Y. M. C. A.	23.00
Insurance	2.40
Shelves for city directories	23.00

Commission, collecting back dues ...	33.75
Cuts, Parks & Playgrounds, National Magazine	23.20
Board of Trade smokers	136.95
Board of Trade Journals	298.74
Stamps	34.25
Postal cards for meetings	49.90
Filing cases for office	63.15
Expenses to Geneva and Seneca Falls.	15.00
Express	3.48
Sundries	7.15
	\$3,147.21
Balance on hand	\$1,066.67

Respectfully submitted,

R. NELSON BENNETT,
Secretary.

Wilkes-Barre,

A Progressive City, and Wilkes-Barre Councils
a Progressive Body.

That the Wilkes-Barre Councils are progressive may be doubted by some citizens, but the following facts and figures will demonstrate that the city government is keeping pace with the city's growth.

Wilkes-Barre is very fortunate in having "experts" occupy for so long her responsible positions. City Clerk Fred Gates, without doubt the best city clerk in Pennsylvania, has been in the office over twenty-two years, and has a knowledge of third class city government probably not surpassed by many members of the bar.

City Engineer B. K. Finch has been in that department twenty-four years, working up from the bottom, and has the proud distinction of having bids usually below his personal estimates.

Charles F. McHugh, City Solicitor, knows the third class city law as well as his A, B, C's, and is an expert in damage cases against the city, as the annual appropriation of only \$7,000 demonstrates. He has been solicitor since April 1, 1898, over eleven years.

Chief Schuler, of the Fire Department, and Building Inspector Held, both perform their work so well as to be retained by succeeding administrations, and in fact all the city officials in Wilkes-Barre are sincere in their efforts to help make Wilkes-Barre a better place to live in and work.

George Smith, the President of the Board of County Commissioners, the one man who has made the erection of our beautiful county court house possible, was for seven years the Chairman of the Finance Committee of City Councils, the committee which makes up the annual budget and fixes the tax rate, and the city of Wilkes-Barre owes him just as much a debt of gratitude for his laborious work in this regard as the county does for his work in connection with our beautiful building on the River Common.

Finance Department.

The financial condition of the city of Wilkes-Barre is so good that investors are invariably surprised when shown our status. The assessed valuation is \$47,299,247.00, whereas the net debt, including a bond issue of \$230,000, sold on June 30, 1909, is only \$871,033.12, while the 2 per cent. limit which the city can borrow without a vote of the people is \$945,998.94, and the 7

"Prosperity Under the Law."

Description of a decorative panel painted by Will H. Low, placed over the Judge's Bench in Court Room No. 3, of the Luzerne County Court House, Wilkes-Barre, Pa.

In a sunlit valley, through which flows a placid river, a scene recalling the situation of Wilkes-Barre upon the Susquehanna, the figure of a young Indian girl, representing the Wyoming Valley, is seated amidst the bloom of the mountain laurel, which is profuse in this region. Behind her, classically robed in white, stand two figures of women, who, by appropriate symbols, typify Justice and Civilization.

One hand of the Indian maiden holds a vase, from which water, falling in a thin stream, suggests the river flowing through the valley; while the other hand is extended in welcome to a miner, kneeling at



the left of the composition, whose gesture indicates the coal at his feet, typical of the mineral wealth of the district. The figure of the miner is balanced to the right of the central group by a semi-nude figure of a youth, who proffers a sheaf of wheat, indicative of the agricultural resources of the fertile valley; while behind him advances a figure of Prosperity, bearing a horn of plenty. A cherubic Mercury, typifying the commerce of the transportation companies, completes the group at the side of the miner, behind whom is seen the entrance to a coal mine, and a characteristic "breaker" crowns the hill rising to the left.

The whole composition seeks to embody the sentiment of the following legend:

"Under the benign influence of Justice and Civilization, the Wyoming Valley receives the tribute of Prosperity from the earth and from under the earth."

per cent limit which the city can borrow with a vote of the people is \$3,310,996.29.

The annual budget for the year 1909-1910 in Wilkes-Barré is \$404,231.50, including a surplus from the 1904 loan of \$3,447.82, whereas in Erie, Pa., the budget is \$443,298.81, and Harrisburg, Pa., is \$428,379.99; both cities the exact population of Wilkes-Barré.

The taxes in Wilkes-Barré for city purposes, those over which the Councils have control, are the lowest of any third-class city in the State of Pennsylvania having a population of 40,000 or over. Reading, with a population of 90,000, has a tax rate of 10 mills for city purposes, while Erie has a rate of 14 mills, Harrisburg 9 mills and Lancaster 8 mills, and Wilkes-Barré has a tax rate of only 6½ mills. Scranton raised her taxes for city purposes two mills this year, but in Wilkes-Barré they remain stationary. This fact of the Wilkes-Barré tax rate is no coincidence but the result of laborious work in ascertaining actual costs and needs and cutting off the usual municipal wastes.

The city has recently adopted many new reforms in its financial management which are worthy of note. The city now receives interest on its city deposits, a matter unheard of two years ago, the money being divided *pro rata* among all the banks in the city.

The sinking fund of the city is now invested in Wilkes-Barré securities, thereby reducing the interest charge, a matter, until lately, much neglected.

The new license ordinance, a police regulation, incidentally brings in much needed revenue to the city treasury, and this year the city adopted the Central Purchasing Agency idea which President Taft hopes to inaugurate at Washington, and which the Bureau of Municipal Research is trying to install in New York City.

The budget of the city is a well conceived and itemized document, and far surpasses, in its arrangement, those of other cities its size in the United States.

On April 13, 1908, Councils by joint resolution directed the Finance Committee to employ an expert accountant to come to Wilkes-Barré and audit the accounts of the City Treasurer and City Controller and instal a better system of municipal accounting. The Bureau of the Census, through Hon. Legrand Powers, has been urging cities to adopt some uniform classification of accounting, and several states, notably Massachusetts, have passed laws requiring cities to do this.

As Mr. Powers said in his address before the National Municipal League in Pittsburg, last fall: "The old accounting in American cities was conducted with one principal or primary object—that of showing that the treasurer had not stolen any money. The auditors whom city councils appointed to examine the accounts

of the treasurer once were content to show that no money had been converted to private use by the treasurer. City officials were not awakened to the fact that accounts should be kept not only as a check upon the action of the treasurer, but as a check upon and guide for the action of all city officials. Private business is wrecked infinitely more by bad management than by peculation of employees. The losses resulting from carelessness and incompetency are everywhere vastly greater than those arising from defalcation of trusted servants. The good administrative officer recognizes that he must keep accounts to guard the business more from his own possible laches than from dishonesty of his subordinates, and hence those accounts should afford the means of testing the efficiency of the work not only of the treasurer and fiscal officers, and of every administrative officer, but of their trusted agents from the highest to the lowest."

About July 20, 1909, Mr. Charles H. Prescott, of the Census Bureau of Washington, D. C., comes to Wilkes-Barré to take up the installation of a uniform system of accounting and the result should be an even more efficient city government.

Loan Ordinance.

Realizing that since 1904, \$9,000,000 worth of buildings have been built in Wilkes-Barré and that the municipal authorities must keep pace with the city's growth, Councils introduced and had passed a new loan ordinance for \$230,000, which provides for many city needs.

Even though Wilkes-Barré has one hundred and five miles of sewers and heads all cities her size with 87.86 per cent. of the accepted city streets sewered, having spent, since the spring of 1905, \$147,143.15 in sewer construction alone, in the new loan ordinance the bulk of the work is for sewer construction. Of the \$230,000, \$111,000 is for sewer construction alone, which shows that Wilkes-Barré considers the health of the public paramount. The text of the loan provides for the following:

Repairing and repaving asphalt streets.....	\$31,000
Erecting fire engine house	15,000
Erecting police station house	15,000
Regrapping river bank	8,000
Cleaning or changing course of Solomon's Creek	7,000
Paving street intersections	4,000
Repaving streets	8,000
Purchasing fire apparatus	8,000
Erecting retaining wall	1,700
Opening streets	20,500
	\$118,200

The sale of the new loan bonds on June 30, 1909, commanded a large premium as they are a legal investment for savings banks in New York, Massachusetts, Connecticut and Maine, and available as security for government deposits and for circulation issued under the Emergency Currency Act of May 30, 1908.

The following items from the Wilkes-Barré Record of July 1 and July 2, show with what result the bond issue was disposed of:

Fine Financing.

City Receives High Premium on \$230,000 Bond Issue. Excellent Results due to Careful Preparation and Distribution of City Statistics—Accepted Bid was for \$242,776.50, and Rate was 105.504.

A premium of \$12,776.50 was realized on the sale of the city bond issue of \$230,000, sold at a meeting of the Finance Committee yesterday afternoon to R. L. Day & Co., of New York, the highest of six bidders. A list of the bids follows:

Hunt & Cushman, Boston	\$234,715.00
R. E. Robinson & Co., N. Y.	241,753.00
N. W. Harris & Co., New York	239,508.00
Kuntz Bros., New York	232,300.00
Forrest & Co., Philadelphia	236,520.50
R. L. Day & Co., New York	242,776.50

The bid of R. L. Day & Co. makes the bonds sell at 105.504. In addition the accrued interest from June 1, 1909, to date of delivery of the bonds is to be paid to the city. The bonds are to be delivered as follows: \$40,000, July 15, 1909; \$50,000, August 16, 1909; \$50,000, September 15, 1909; \$25,000, October 15, 1909; \$20,000, April 1, 1910; \$20,000, May 2, 1910; \$25,000, June 1, 1910, unless subsequent dates shall be mutually agreed upon.

The bonds are of the denomination of \$1,000 each and are to be payable in numerical order as follows: \$15,000.00 maturing June 1, 1913; \$9,000.00 June 1, 1914, and each year thereafter to and including June 1, 1928; \$8,000.00 June 1, 1929, and each year thereafter to and including June 1, 1938. Interest at the rate of 4½ per cent. per annum will be paid.

Present at the meeting yesterday when the bids were opened and the bond issue awarded were councilmen Bennett, Ross, Hance, Welles, Thomas, and E. B. Morgan. They were much pleased with the offer made by the successful bidder, the premium exceeding expectations. The good sized premium was due, no doubt, in a large measure to the excellent manner in which the bond issue was advertised. An attractive and thorough businesslike circular was compiled by R. Nelson Bennett, chairman of the Finance Committee, and city clerk Fred Gates and distributed among prospective bidders.

Merited Praise.

City's Financial Circular Provoked Favorable Comment.

It is a rare occasion when a municipal department does such work as to exact praise from a financial concern, but that is just what happened in connection with the city's bond issue carried to so successful a conclusion on Wednesday. The city prepared a descriptive circular, the excellence of which brought forth the following letter from Park Terrell, manager of the municipal department of the Columbia Trust Co. of New York:

"Columbia Trust Co., of New York.

"New York City, June 22, 1909.

"Fred H. Gates, Esq., City Clerk.

"Wilkes-Barre, Pa.

"My Dear Mr. Gates: On looking over your circular offerings of sale relating to the forthcoming issue of \$250,000 bonds, we are impressed with the completeness of the data which you have compiled for the information of intending purchasers. The general information on pages 12 to 15 is of especial value to the purchaser of the bonds, containing as it does the items which he would need in order to present the merits of the issue properly to his customers. The tabulation on page 15 of the "Assessed Valuation," "Bank Clearings" and "Value of Buildings Erected" is quite unusual and cannot fail to impress investors favorably with the substantial growth of your city. It is a good idea also to have the bond form included in the circular. Indeed, the whole pamphlet is gotten up in such shape as to afford desired information. I am especially glad to have this opportunity of testifying to the value of advertising of this class, and I can assure you that the opportunity is an exceedingly rare one, as municipal officials seldom appreciate the requirements of dealers and investors.

"Congratulating you on the businesslike appearance of the circular, and trusting that you will be abundantly satisfied with the bids received for the bonds, I am

"Very sincerely yours,

"PARK TERRELL.

"Manager Municipal Department."

Street Department.

The work of the Street Department has been put upon a business basis during the past year.

Commissioner's Report: Prior to April, 1909, no separate detail records of the cost of the various works were made. The Street Committee, realizing the necessity and the benefits which would be derived if such accurate records were made monthly, adopted a new reporting blank for the use of the Street Commissioner. This blank provides for the recording of the number of men employed, number of days worked, rate of wages and total amount paid; number of teams employed, amount paid and number of days worked; amount of purchases and other expenses, location, cost

of material, hauling and labor for every job done during the month, and every matter which will inform Councils how the money is spent and how appropriations should be made in the future.

Ordinance on Cuts in Streets.

Prior to the present session of Councils, the moneys received from permits for cutting the streets were paid to the City Treasurer, went to the general fund and remained there until appropriated by Councils in the following April. This worked considerable injury and hardship to the department, as it was obliged to repair and keep in condition these various cuts and pay for the same from the street appropriation. During the year this item would amount to considerable, thus weakening the funds of the department. The defect has now been remedied by the adoption of an ordinance which provides a specific charge per square yard and the moneys thus received are immediately appropriated for the repair of such cuts, which permits the use of the funds so received to pay for the repairs, and allows the street appropriation to be used for permanent and other necessary repairs.

Asphalt Contract.

The city has entered into a contract with the Warner-Quinlan Asphalt Company, by which the asphalt streets will be put in a more improved condition. Under the terms of the contract, the paving company agrees to place in condition the asphalt paved streets and maintain them in proper condition for a period of ten years, for \$13,900 per year. The amount paid for the repair of these streets for the past six years was \$140,920.11, or at a rate of \$23,486.70 per year. The condition of the asphalt streets during this period was not satisfactory, and under the present arrangement the asphalt company will make general repairs twice a year, during the months of April and May, and September and October of each year. This will place the streets in good condition during the Summer and immediately prior to the Winter. The saving in cost per year to the city, based on the amount paid during the six years just passed, is \$9,586.70, or \$95,876.00 during the term of the contract.

Improvements Completed or in the Course of Construction and Contemplated.

Madison Street, from North Street to Hollenback Avenue, paved with vitrified brick. (Completed.)

Hickory, Ross and Lincoln Streets, paved with vitrified brick. (Completed.)

Orchard, Susquehanna and Elder Streets, paved with vitrified brick. (Now in course of construction.)

Hazle Street, from Stanton to Parrish Street. Removing the stone block and repaving with vitrified brick. (Now in course of construction.)

Lines and Fairbairn Lanes, remove the cobbles and repave with vitrified brick. (Now in course of construction.)

North Franklin Street hill, remove the brick pave and replace with macadam. (Contracted for.)

Carlisle Street from Hanover to Horton Street. (Ordinance now pending.)

Terrace Street from West River to Stanley Street.

Asphalt and Vitrified Brick asked for:

Northampton Street, from Joseph's Lane to City Line. (Ordinance pending.)

Hillside Street, from Meade Street to Northampton Street. (Ordinance pending.)

Madison Street, from Hollenback Avenue to D. & H. line.

North River Street, from Laurel Line to North Street, remove the stone and hick pave and repave with asphalt. Set the curb back three feet.

North Street, from River Street to Laurel Line, remove the stone block and repave with asphalt. (Contracted for.)

Stone wall on North Sherman Street. (Now being constructed.)

North Washington Street, grading from Hollenback Avenue to North Main Street. (Now under construction.)

South Empire Street, from Northampton Street to Stanton Street, and Stanton Street from South Empire to Hazle Street. The Lehigh and Wilkes-Barré Coal Company have petitioned to have these two streets paved with brick. These streets and Hillside, when paved, will make a complete line of paved streets encircling that portion of the city, south of and including Market Street.

Opening Streets and Lanes.

Elizabeth St., from Race to Franklin St. Appropriation	\$8,000.00
Brown St., from Spring to McLean St. Appropriation	3,000.00
Fulton St., to Market St. Appropriation	3,500.00
Hilton Lane, to Market St. Appropriation....	3,000.00
Afton Lane, to Market St. Appropriation....	1,200.00
Armstrong Lane, to Hancock St. Appropriation	300.00
	\$19,000.00

The total cost of the work outlined for the Summer of 1909 is \$211,234.00, showing that the Street Committee is alive to the needs and necessities of a rapidly growing city.

Public Property.

The Public Property Committee has all the property of the city in good condition and has let the contract for the new *East End Fire Engine House* and is getting architects' sketches for the new *Police Station*.

Fire Department.

The fire department is also in excellent condition. The appropriation for this department for 1909 is \$53,671.00. The improvements contemplated are a new second size engine for No. 3 house, and one new motor driven chemical combination.

Police Department.

In this department, the three city detectives are to be put on a permanent basis and the department much improved.

Sanitary Department.

The work of the Sanitary Committee has shown a great advance this year. A plumbing inspector has been added to the department, and when you realize how defective plumbing can cause disease, Councils are to be congratulated upon taking this step.

The Sanitary Contingent Fund is \$2,000, double that of last year, and nearly three times that of 1907, and much improvement in the education of the people, the foundation for better quarantine and elimination of contagious diseases is expected.

One of the most important matters taken up this year is the improvement of our milk supply and distribution. The Sanitary Committee, by coöperating with the State Sanitary Live Stock Board, and paying one-half the expense, is having all the dairies and herds of cattle from which milk is supplied to Wilkes-Barré patrons, inspected and a detailed report of same filed in the health officer's office.

The health officer promptly visits each house where a case of contagious or infectious disease is reported, placards the name and leaves a copy of the rules and regulations of the department. He also investigates all complaints that may pertain to the sanitary improvements of the city. During June, 1909, 106 cases of contagious diseases were reported and not a single death occurred, which is a remarkable record.

The sanitary officer investigates all nuisances, complaints, fumigates and disinfects all places where contagious diseases have existed. About 100 notices are served a month, and about 65 cards posted by this office.

The city bacteriologist investigates the quality and ascertains whether or not the milk and water supplied is safe for human consumption. This officer is lending his efforts in a campaign of education to improve the milk supply and the method of caring for the proper distribution of the same. It is the object to reduce the infant mortality, as was done in Rochester and Erie. The new Sanitary Milk Ordinance has passed Councils and been signed by the Mayor.

The meat inspector is endeavoring to have the quality of meat delivered in our city equal to that of any city in the land.

The city scavenger, besides attending to his regular duties of disposing of dead animals, etc., (which during May, 1909, amounted to 156 in number) has charge of three men who are employed in cleaning up refuse and filth existing on our *unaccepted* lanes and alleys, which the Street Committee, for legal reasons, cannot work. This is a partial substitute for a "Cleaning-up Day." The city scavenger also has charge of the "dog catchers" during the Summer.

The Sanitary Committee is striving to lead and educate the people in health and sanitary measures. Cards of instruction are being prepared in several foreign languages for the information of our non-English speaking population. These cards are to give information as to health, laws, instructions for the care of the patient, rules of isolation, hygiene, disinfection and care of those who come in contact with those afflicted, and the laws of quarantine, etc. This process of education is the necessary foundation for the proper enforcement of all health and sanitary measures.

Street Lighting.

After a long controversy, the City Councils finally agreed to make a seven-year contract with the Wilkes-Barré Gas and Electric Company for furnishing street lights at \$54.00 per light per annum, at the same time receiving assurance from the company that soon the citizens of Wilkes-Barré would receive gas at \$1.00 per thousand. This is an acceptance by the city of a very business-like proposition.

Street Cleaning.

This year, the President of Councils appointed a Special Street Cleaning Committee, thereby relieving the Street Committee of this work. A former member of Councils has been made Superintendent of Street Cleaning, and this superintendent, with the cleaning contractor, have both been made policemen of the city

in order to help enforce city ordinances with reference to throwing rubbish into the streets.

The committee has prepared a digest of State laws and city ordinances in reference to the street litter, and has had copies served upon all business houses. In addition, the policemen were especially instructed to enforce the said laws.

The Committee has also had a new ordinance passed with reference to the carting of ashes, building material and rubbish over the city streets, which provides a heavy penalty for allowing dirt to fall upon the paved streets. In addition, the committee has plans to improve the general cleaning, when the paving contractors, sewer gangs and gas main employees finish their work and the surface of the streets are restored to their normal condition.



Wilkes-Barre Board of Trade.

[Reprinted.]

Wilkes-Barre has shared in the general awakening which has taken hold of commercial organizations throughout the United States in the last five years. In 1905 new life and enthusiasm was put into the Wilkes-Barre Board of Trade, the membership increasing from one hundred and eighteen to five hundred and seventy, and the activities of the organization have been spread over a large range of subjects with gratifying results.

As a foundation for future work, the Board planned and supported a Three Days Jubilee on May 10th, 11th and 12th, 1906, which celebrated the Centennial of the incorporation of the Borough of Wilkes-Barre. A half a million people attended the festivities, which cost \$23,000, contributed by 2,500 loyal citizens. This civic celebration awakened the town to its future possibilities, and progress has been rapid ever since.

Industrial Enterprises.

Substantial additions were made to the city's industries through Board of Trade effort. The Adder Machine Company, with a capital of \$750,000, was moved from Detroit, Michigan, to Wilkes-Barre, in the Spring of 1906, bringing about seventy men, and on March 31st, 1907, \$140,000 additional money was raised to enlarge the concern.

About the same time the Matheson Motor Car Company began work in their large model concrete factory, bringing about forty men from Holyoke, Mass. The citizens subscribed for \$160,000 of seven per cent. preferred stock. Recently a selling concern, the Matheson Automobile Company, has been formed, capital \$150,000, to take over the selling end of the Motor Company. Many skilled mechanics are employed in both of these plants.

State Legislation.

The Wilkes-Barre Board of Trade was represented on the "Joint Committee on Election Code of Pennsylvania," and was instrumental in framing and having passed, first, the Personal Registration Law; and second, the Uniform Primaries Act, and succeeded in having passed, though vetoed by the Governor, a bill which provided for a fund for the ascertainment of the cause of floods and a remedy for their abatement in the Susquehanna River.

City Legislation.

The Board fostered the election of the Wilkes-Barre Park Commission in the Fall of 1906, and since that time wooded park land worth at least \$100,000 has been donated to the city. One gift was one hundred and two acres, another ten, another eight and a half, and one, an historic spot, for a playground. Three playgrounds and twelve base ball diamonds were maintained the past Summer. When all the land is improved, Wilkes-Barre will have one of the handsomest park systems in the State.

The Board also endorsed the erection of a garbage disposal plant, and a municipal bond issue which provided for new sewers and streets, and was instrumental in having all the taxes collected in one office.

Advertising.

On February 7th, 1906, the Wilkes-Barre Board of Trade *Journal* made its appearance. Wilkes-Barre booklets are also sent broadcast over the country.

Hill Climb.

The Board started the annual hill climb up Giant's Despair, now famous in automobile circles, which the Wilkes-Barre Automobile Club has managed so well in the last two years, and which is now a national event.

Good Roads.

The Board, on November 16th, 1906, started the good roads agitation by giving a dinner to Mr. Joseph W. Hunter, Highway Commissioner of the State of Pennsylvania. Good roads to and from Wilkes-Barre are being built in all directions, probably \$300,000 under contract at the present time. The Automobile Club has also taken up this duty and relieved the Board of the work.

Transportation.

The Board of Trade suggested to the City Councils the best method to pursue with reference to the elimination of grade crossings in the city, and secured the adoption of the union station feature as part of general plan. The Board also secured the reinstatement of a milk car on one railroad, and the running of a sleeper between New York and Wilkes-Barre on the Lehigh Valley Railroad.

The Board of Trade started the agitation to discharge the architect of the new Luzerne County Court House, which has resulted in the practical completion of one of the finest court houses in the United States.

Greater Wilkes-Barre.

The Board of Trade started the agitation for a Greater Wilkes-Barre, and so far has secured, by the proper legal steps, the necessary preparation for an election in a very desirable suburb.

The Board of Trade has had experts talk on the subjects of "Underground Wires" and "Sewage Disposal."

The Board of Trade points with pride to the fact that in an area of 4.8 square miles the building figures for 1907 were \$2,486,861, exceeding those of Scranton, Pa., Paterson, N. J., Grand Rapids, Mich., Reading, Pa., Nashville, Tenn., Bridgeport, Conn., and Duluth, Minn., and that the bank clearings for the same period were \$62,023,660, and that there are now building, among other structures, a \$2,000,000 court house, a \$500,000 high school, a \$200,000 Shrine temple, two new theatres, a new Y. W. C. A. building, and a new Lehigh and Wilkes-Barre Coal Company office building.

What the Board has done merely encourages it to more conquests, as there is no limit to the activities of an active organization in a city which is well known, wealthy and wide-awake.

R. NELSON BENNETT, *Secretary.*
Wilkes-Barre Board of Trade.
Wilkes-Barre, Pa.

"The Judicial Virtues."

Description of a decorative panel painted by Kenyon Cox, placed over the Judge's Bench in Court Room No. 4, of the Luzerne County Court House, Wilkes-Barre, Pa.

The panel represents, in a general way, the qualities which should preside over a Court of Justice. In the middle, beneath a canopy of



crimson and gold brocade, stands Rectitude, with the builder's triangle and plumb line. She symbolizes, by her rigidity of attitude, perfect uprightness and even-handedness. She is flanked by nude figures of boys bearing tablets with the motto, "Erat Jusitia Rursi Coelum"—"Let justice be done though the heavens fall." To the right, Learning consults the Book of the Law; but Wisdom, with the mirror, bids her "Know thyself." To the left is the armed figure of Courage, beyond whom stands Moderation, with the scales of self-control.

The Story of Public Square.

An Address before the Board of Trade on June 1, 1909.
By Oscar J. Harvey.

The first permanent settlement in Wyoming Valley by white men was made in the year 1769, under the auspices of The Susquehanna Company, which had been organized in Connecticut some sixteen years previously. This company, early in the Spring of 1769, sent to Wyoming, under the leadership and command of Major John Durkee of Norwich, Conn., a large body of settlers, who, immediately upon their arrival in the Valley, began the erection of Fort Durkee, near the junction of the present West River and Ross Streets, Wilkes-Barre.

About the middle of September, 1769, the township of Wilkes-Barre was located by Major Durkee, and its boundaries were surveyed and laid down by David Mead, a surveyor, and his assistants, under the direction of Major Durkee—who had coined the name "Wilkes-Barre" and applied it to the township.

This survey having been accepted by The Susquehanna Company, the latter directed that the township should be "laid out"—that is to say, laid out in *divisions*, which, in turn, should be subdivided into *lots*. In pursuance of this authority Major Durkee procured the services of Samuel Wallis, a skilled and experienced land surveyor from Philadelphia. Early in June, 1770, the "town-plot" of Wilkes-Barre was planned by Major Durkee, and under his direction and supervision was surveyed and plotted by Samuel Wallis and his assistants. The plot was in the form of a parallelogram, bounded by the streets now known as River, North, and South, and Pennsylvania Avenue. At that time, however, no names were given to any of the streets in the town-plot.

In the center of the plot there was laid out a space containing four acres and forty-one perches of ground. This space was *diamond-shaped*, as if in prophetic intimation of the day when the *black diamond* would throw its luster upon the commercial life of the humble settlement, and bring into being the thriving and attractive Wilkes-Barre of to-day—the "Diamond City."

This central space formed a part of the common, or public, undivided lands of the township—together with what is now known as the River Common, and certain large tracts near Mill Creek. These lands were set apart for the sole use and benefit of the pro-

prietors of the township of Wilkes-Barré, and their successors, in pursuance of a formal vote passed by The Susquehanna Company. Originally no name was officially applied to this central space; but in the course of a few years it became known as "the public square." Later it became known as "Center Square," and as early as 1801 was indiscriminately referred to in contemporary documents and records as "the Center Square" and "the Public Square." Through it, at an early day, ran the streets now known as Main and Market—intersecting each other at the center of the Diamond. Market Street became known at an early date as "Center Street;" but after a market house was built in the Square, Center Street gradually came to be called Market Street, and just as gradually and almost contemporaneously, the square became known as "Public Square." Often, however, it was referred to as "Market Square."

Up to the Summer of 1776 the inhabitants of Wilkes-Barré had not erected either a town hall, court house or jail. Courts were held in a private house, in an inn, or in one of the forts which stood on the bank of the river between the years 1769 and 1774. At a town meeting held August 28, 1776, the inhabitants resolved that a fort should be built. The authorized committee selected as a site for the proposed structure the southern triangle, or quarter, of the Center Square, and there the fort was built—near where the Geological Survey monument now stands. The structure, which was not completed until the Spring of 1778, was a small affair, embracing a little more than one-fourth of an acre of ground. Ranged along the inside of its wooden walls were barracks, a strong room used for a guard house, or jail, and a good-sized room used for the court house of the newly-erected county of Westmoreland. After the battle of Wyoming (July 3, 1778), and the surrender of this fort (which was known as Fort Wilkes-Barré) to the British and Indians, it was burned by the latter. Center Square then remained vacant for a number of years, so far as we know.

In September, 1786, the Legislature of Pennsylvania passed an Act erecting the County of Luzerne; in which Act Col. Zebulon Butler and four other citizens were named as a Committee, or Board of Trustees, to select a site and erect thereon a court house and a jail for the new county. These Trustees moved slowly in carrying out the duties assigned to them. One of them—Simon Spalding—wrote to Colonel Butler July 30, 1787, as follows: "As I was appointed with you and some other gentlemen a Trustee for to appoint some suitable place for a court house and gaol in the District of Wilkesborough [Wilkes-Barré], some persons

are of the opinion that the most suitable place is the District of Kingston. But I am of opinion that by the Act of Assembly we the Trustees have no right to prefix any other place but Wilkesborough."

It having been settled to the satisfaction of the Trustees and others that Wilkes-Barré was, by the Act of the Legislature, intended to be the county seat, the Trustees naturally selected for the site of the new building the section of Center Square whereon Fort Wilkes-Barré had stood; and it is presumable that the proprietors of the township of Wilkes-Barré acquiesced in this selection and, undoubtedly, formally voted to permit the Trustees to build the county building on the spot designated—although, so far as is now known, there is no record in existence to show this fact.

Early in 1788 the work of erecting the building was begun. It was of rude construction, being built of logs and heavy planks. By the end of the year it was enclosed, so that it could be used for the purposes for which it had been erected. It continued in an unfinished state, however, until January, 1790, when the Trustees entered into a contract with John Hollenback of Wilkes-Barré "to finish and complete the court house and gaol" for the sum of £89. 2s. 6d. Mr. Hollenback finished his work some time in 1791. The building as thus completed consisted of two stories and an attic, the walls being 24 x 30 feet, and 16 feet in height. The first story contained the living rooms of the jailer, back of which were the jail rooms—two medium-size apartments, containing two windows covered with iron grating. The court room was on the second floor, being reached by an outside stairway, or flight of steps.

This building was in continual use until 1801, when the County Commissioners decided to build a new court house. A town meeting of the inhabitants and proprietors of Wilkes-Barré was held June 13, 1801, and from the original minutes of that meeting I have gleaned the following: "The County Commissioners informed this meeting that they were about to erect a new court house on the spot where the old one stands on the Public Square in Wilkes-Barré; but have some doubts about the propriety of so doing unless the use of the ground is ceded by the town for that use. Whereupon, on motion and seconded, voted That Matthias Hollenback, Lord Butler and Arnold Colt, Esquires, are appointed a Committee on behalf of the proprietors and inhabitants of this township to lease to the County Commissioners and their successors in office so much of the south quarter of the Public Square in this town (being the same Square on which the court house now stands) as shall by them be thought sufficient for the purpose aforesaid—to the use of them and their suc-

remain in office for so long a time as the same shall be occupied for a court house."

(The existence of this record evidence was not known to the lawyers and judges of Luzerne County engaged in the controversies of 1895-1900 as to whether or not the county had a right to build a new court house on Public Square.)

At a town meeting held in Wilkes-Barré June 14, 1809, it was voted that a committee of three proprietors should be appointed "to apply in behalf of the township of Wilkes-Barré to the Land Office of Pennsylvania for the public lands belonging to the township, and obtain a certificate for the same," under the provisions of the Act of Pennsylvania Legislature of April 4, 1809 known as the "Compromise Law." Matthias Hollenback, Lord Butler and Jesse Fell were appointed as such committee, and they performed the duty assigned to them. Under the date of January 21, 1804, the Commissioners engaged in carrying out the provisions of the "Compromise Law" issued their certificate to the aforementioned Committee as owners (under the Connecticut claim) of Center Square and other public lands, fully described, lying in the township of Wilkes-Barré.

By an Act of the State Legislature, passed March 17, 1806, the borough of Wilkes-Barré was erected, and February 8, 1809, the town committee previously mentioned conveyed Center Square to the borough of Wilkes-Barré, under authority received from the proprietors of the township.

In the Summer of 1801 the old log court house was removed by the County Commissioners from the southern to the northern quarter of Center Square, and the work of erecting the new court house was begun, the old building being occupied meanwhile for county purposes. The new building was completed early in 1804, and was a much more pretentious structure than its predecessor—although it was only 63 x 53 feet in size, and two stories in height. It was built in the form of a Greek cross—being modeled after the court house at Frederick, Maryland. It was sheathed with one-inch boards, grooved and beveled in imitation of blocks of stone—the grooves being painted white, and the remainder of the building red. Joseph Hitchcock was the builder.

The court room was on the first floor of the building, and there was a room of corresponding size on the second floor. The latter was used for a variety of purposes as long as the building stood. Certain religious sects held church services and conducted Sunday Schools there at different periods, various public entertainments were held there, and in 1846 it became the armory of the Wyoming Artillerists. Several of

the second floor rooms in the wings of the building were rented to and occupied by lawyers and others. This room in the west wing was occupied as a lodge room by Lodge No. 61, Free and Accepted Masons, from 1804 till early in 1831. For a number of years about 1808 William A. George, High Constable and Session of Wilkes-Barré, occupied one or more rooms in the court house, and in April, 1810, he notified the public by an advertisement in *The Luzerne Federalist* that he had "a quantity of prime pork for sale at the court house."

In 1854 it was determined to build a new court house—the one now occupying Public Square. Considerable opposition to erecting the building on the "Square" was manifested by the people of Wilkes-Barré as is evidenced by the following item printed in *The Record of the Times* (Wilkes-Barré), November 28, 1855: "The majority of the people we believe to be opposed to placing it (the new court house) on the Public Square, but the people have masters in Democracy, and are likely to be overruled. It will be a cause of regret hereafter that the court house is put on the 'Square.'"

The corner stone of this building was laid August 12, 1856, with the ceremonies of Free Masonry and an address by the Hon. John N. Conyngham, President Judge of the Courts of Luzerne County.

By authority of an Act of the Pennsylvania Legislature the borough of Wilkes-Barré, on April 1, 1857, issued \$20,000 of six per cent. bonds to the County of Luzerne as a contribution toward the cost of erecting the new court house. The borough, in return, was to be furnished, rent free, with a room in the building in which the meetings of the Town Council could be held.

Early in January, 1859, the building was so far completed that it could be occupied and dedicated; but it was not until late in 1860 that the building was completed in all its parts, while the clock and bell now in use were installed early in 1861.

The following paragraph is an extract from a report made by the Grand Jury to the Court of Quarter Sessions of Luzerne County in August, 1859: "The Grand Jury, while commending the new court house as a building of which the County, the State, and the Union may be proud, as a whole, for convenience, comfort, durability and ornament, would call attention to the court room, which some defect or other renders unsuitable for hearing with comfort, or speaking in with effect."

The following is from *The Record of the Times* of September, 1859: "The court house is not yet completed. Nearly one whole season has been consumed in extending the height of the tower but thirty feet. It will

have to remain through another Winter incomplete. The Square should have been enclosed with a suitable fence, graded, and trees planted this season. The condition in which it now is is a disgrace to the county and a nuisance to the town. The cellar holes of the 'fire proof' and the Academy have not yet been filled up. The man who had the contract for furnishing and cutting the stone for the court house, either from mismanagement or something else, claims to have lost about \$3,000 by the contract—which has been made up to him by the Commissioners."

In November, 1859, the *Record* printed the following: "The new court house tower is nearly completed. The cap looks somewhat like a man's hat on a child's head—as though it must slip down. A very neat straw thatch instead of shingles would add to the picturesqueness of the top finish." On July 4, 1860, the following item appeared in the *Record*: "A huge flag-staff has been erected on the tower of the court house, and the Stars and Stripes will float from it to-day."

Following the erection of the 1788 court house the next building to be erected on Public Square was the public meeting house, or church, known in later years as "Old Ship Zion." As early as 1791—at which period there was no church building in Wilkes-Barré—at a town meeting held in Wilkes-Barré a committee, which had been previously appointed to select a site for a meeting house, reported that "in point of situation and convenience" the western quarter of the Public Square was "the most eligible place" for the proposed building. Nothing further was done in this matter—so far as now known—until the Autumn of 1799, when a committee of the inhabitants of Wilkes-Barré was appointed, in town meeting, to proceed with the building of a meeting house. Joseph Hitchcock (previously mentioned) was employed by the Committee as "Principal Architect," and July 9, 1800, the frame of the new building was raised on the site which had been designated some nine years previously. Within a year the building was roofed over and so far enclosed as to be used upon occasions for town meetings. Quite a number of years passed by, however, before the building was fully completed. It stood until April, 1853, when its demolition was begun.

When, in 1804, the new court house was completed and taken possession of, the old log court house was permitted to remain in the north quarter of the "Square," untenanted. Early in 1806 the Commissioners of Luzerne County conveyed all their right and title in and to the old log building to a committee of the proprietors of Wilkes-Barre and their successors, upon condition that the upper story of said building should be used for a county academy, and the lower

story for a township school, and upon the condition that the building should be put in a complete state of repair before September 1, 1806. The proprietors and inhabitants of Wilkes-Barré, in town meeting assembled, voted against accepting these conditions.

In March, 1807, the Wilkes-Barré Academy was incorporated by the State Legislature, and the Trustees of the institution, having obtained the ownership of the old court house, erected a small frame addition to it and made other improvements, and in the Summer of 1807 opened their school. For twenty or twenty-five years the academy was successfully carried on, and acquired more than a local reputation. In 1811 the building was removed, and shortly afterwards a pretentious school building of brick and stone, two stories in height, and surmounted by a low cupola, was erected on the spot. This became known as "the Brick Academy." In it, under the management of its incorporators and owners, a school was conducted for a number of years, and then the building was used for public school purposes by the Board of School Directors of Wilkes-Barré. In the Winter of 1858 the building was sold at public sale to E. B. Harvey, who, early in the following year, tore it down.

In 1809 the County Commissioners began the erection of and completed in 1811, in the eastern quarter of the "Square," a two-story building of stone, with a shingle roof. This building was occupied by the various county officers, and in it were kept all the records of the county. It was popularly supposed to be a fire-proof building, and as long as it stood was commonly referred to as "the Fire Proof." In March, 1850, it was sold for \$110.00 to Daniel Metzger and Charles Shiber of Wilkes-Barre, who immediately tore it down—removing and utilizing for building purposes the stone and other materials obtained from the demolished structure.

About 1812 a market house was erected in the "Square," near its northwest corner, directly in the line of Market Street. This was a long, low structure, consisting of two parallel rows of brick pillars supporting a wooden roof. It was used in its early years—when used at all—only by dealers in meats and poultry. Some time about 1832 a portion of the structure was enclosed with boards and used for several years for housing a fire engine, while the remainder of the building was used as a market house for a few years longer. In June, 1855, the entire structure was set on fire and destroyed.

North of the market house stood for many years the town pump—an old-fashioned, wooden pump. It was still in use as late as 1858 or '59, although in its latter days it was utilized only in case of a fire.

For many years in the early life of Wilkes-Barre no appreciable effort was made by either the town or county authorities to improve the natural, or physical conditions of the "Square." The following editorial, taken from the *Republican Farmer and Democratic Journal* (Wilkes-Barre) of April 24, 1839, indicates how, at that time, the "Square" looked to some of the citizens of the town: "We truly believe that there is not one citizen of this borough but feels ashamed of himself each time that accident or necessity compels him to look upon the Public Square. The spectacle it presents is disgraceful enough to draw the 'fathers' of the town from their graves and shrouds; and the variety of nuisances it contains is enough to breed a pestilence among the living dead population. There has been much complaint of the want of activity and enterprise among the population of this borough. A more flagrant slander was never perpetuated than in this charge. Who, with half an eye, cannot see that the whole community have been as active in trying to bury themselves in their own refuse as ever were a society of ants. They have been busy dragging from every quarter of their premises every imaginable nuisance, for which the streets, it would seem, were the only depositories left under heaven.

"No where has this burying disposition manifested itself to a greater degree than on the 'Public Square.' It has been the receptacle, from time immemorial, of all the filth that the streets would not contain. But with all this activity in elevating it, it is still the lowest place in the whole borough. One great nuisance, that was formerly wanting, has been provided of late years. We mean pools of slimy, green water, that corrupt the breath of heaven like a pest-house. Every one knows the origin of this nuisance; the Town Council know from whence it proceeds; every schoolboy in the street knows whence it comes. But the Town Council will not do their duty, nor will the people meet in public assemblies and make them—as they ought to do—and so the 'Square' remains the same monument of imbecility and filth it has been for years past."

In July, 1842, nineteen citizens of Wilkes-Barre subscribed the sum of \$223.00, to be used in "leveling off and improving" the "Square" and enclosing it with a fence; and in the *Republican Farmer* of August 2, 1842, appeared the following item: "After a good deal of railing about the Public Square of Wilkes-Barre it is likely now to have some of the right kind. Effective measures are in progress to enclose the area in a neat fence during the coming Fall; and then, when it is properly graded (so as to keep it clean and dry); graded walks laid, and the fine, healthy, native forest trees distributed through it, what a beautiful place it will

be! Instead of being the depositing place for all sorts of filth, and the general passage-way of every variety of vehicle, it will be clean, quiet, peaceful and pleasant. How much more agreeable to do business at the county offices; how much more delightful to listen to a sermon on the Sabbath; and how much more comfortable for the Court! Whoever lives till next Fourth of July will see all this, or we are no prophets!"

Unfortunately the editors of the *Farmer* were "no prophets." The project of improving the "Square" at that time miscarried for some reason or other, and it was not until the Summer of 1851 that the unsightly plot of ground was leveled and graded, and it was surrounded with a wooden fence, consisting of a series of low posts supporting two lines of square rails set on edge, one above the other, about eighteen inches apart. The old wagon-ways were closed to vehicles, and at each of the four angles of the enclosure, and at one or two other points, there was a turnstile, admitting the passage of persons to and from the "Square."

The following was printed in the *Record of the Times* of July 11, 1855: "The Public Square, instead of an ornament which it should and might be, is a disgrace to this place. What might be so beautiful, with a little care and expense, is nothing more than a receptacle for rubbish, and a cow pasture. The only beauty that ever was there—the old church, with its graceful spire—is torn down now, while where it stood is a heap of stones, lumber and plaster, looking like destruction, and endangering the limbs of every one who has to pass its vicinity on a dark night. Where the old market house stood the eye revolts at the sight of the mouth of a sewer, with black and charred timber strewn around. And this, too, in the center of Wilkes-Barre, wide-world celebrated both in song and story, for its beauty! The very heart sickens at the sight. Is there no way to arouse the pride of the proper authorities?"

"A few years since the dormant spirit was aroused, a fence enclosed the ground, and trees were set out. But where are they all now? The fence is down, and at any time you can see cows, unmolested, browsing upon what remains of the trees, and the little grass that has the courage to start up. Verily, we are in a Rip Van Winkle-sleep, from which we should awaken! Nature has done everything; will not the Town Council—or whoever has charge of the matter—make some exertion to slick up the place a little?"

In the early 60's, some years after the new court house had been completed in all its parts, the County Commissioners caused the "Square" to be enclosed with a tall cast-iron fence, having at each angle of the enclosure an unwieldy gate, which was almost always in an unworkable condition. After a few years these

gates were removed, and then, some seventeen years ago, the fence itself was taken down and sold, and the present stone coping was set up in its stead. Nothing in particular—save the erection of the fence and of the coping, as aforementioned, the laying of flag-stone sidewalks, the filling in and leveling of the ground, and the sowing of grass seed—has been done in fifty years to beautify and make attractive the "courthouse yard" (as the "Square" has been often termed in recent years), except the setting up by the Commissioners, more than forty years ago, of the cast-iron deer, so familiar to every Wilkes-Barrean; and it, if I am not misinformed, was a gift to the county made by the manufacturers of the iron fence previously mentioned. Minus one of its antlers, this weather-beaten and disreputable-looking ruminant now graces (?) the lawn south of the *new* court house, where, as long as it stands, it will silently but surely suggest to the seeing and thinking County Commissioner and City Park Commissioner what can and should be done in the matter of beautifying and making attractive the public grounds within the city of Wilkes-Barre.

