

Fifty-Years
The Chamber of Commerce
Pittsburgh



1874 - 1924

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Fifty-Years
of
The Chamber of Commerce
of
Pittsburgh



Pittsburgh, Chamber of Commerce

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The Chamber of Commerce of Pittsburgh

OFFICERS

A. L. HUMPHREY	- - -	<i>President</i>
GEORGE R. WALLACE	- - -	<i>First Vice-President</i>
WILLIAM H. DAVIS	- - -	<i>Second Vice-President</i>
HARRY W. NEELY	- - -	<i>Third Vice-President</i>
W. S. LINDERMAN	- - -	<i>Treasurer</i>
A. C. TERRY	- - -	<i>Secretary</i>

DIRECTORS

C. D. ARMSTRONG	GEN. ALBERT J. LOGAN
DR. JOHN G. BOWMAN	WILLIAM L. MONRO
A. E. BRAUN	H. C. McELDOWNEY
NORMAN F. BROWN	JOHN McLEOD
JOHN H. CARROLL, JR.	H. W. NEELY
HARRY DANGERFIELD	J. B. NESSLE
MAJ. WM. H. DAVIS	CHAS. H. OGDEN
GEORGE S. DAVISON	JAMES RAE
WILLIAM S. DIGGS	MARCUS RAUH
THOMAS A. DUNN	DAVID T. RIFFLE
JOHN P. EICHLEAY	LAWRENCE E. SANDS
ROBERT GARLAND	J. B. SHEA
T. J. GILLESPIE	A. B. SHEPHERD
HOWARD HEINZ	WILLIAM H. STEVENSON
A. L. HUMPHREY	A. W. THOMPSON
MORRIS KNOWLES	HENRY TRANTER
CHARLES H. LEHMANN	GEORGE R. WALLACE
W. S. LINDERMAN	E. T. WHITER

APR 20 1925.



CHAMBER OF COMMERCE BUILDING
Smithfield St. and Seventh Ave.

Semi-Centennial Committee

ROBERT GARLAND, *Chairman*

WILLIAM H. DAVIS, *Vice Chairman*

WILLIAM H. STEVENSON

GEN. ALBERT J. LOGAN

JOHN B. BARBOUR

The Chamber of Commerce of Pittsburgh



THOMAS M. HOWE
1874-1877

THE Chamber of Commerce of Pittsburgh was organized at a meeting held December 5, 1874, in the Germania Bank Building, Wood and Diamond Streets. The announced object of its organization was "For the purpose of protecting, fostering and developing the commercial, manufacturing, financial and general interests of the Nation, State and Municipality, and generally to use such

lawful means as may be necessary for the encouragement and protection of the interests aforesaid."

Fifty years have elapsed since that time, and in that half century the Chamber has had the support and assistance of men who are recognized as leaders in the industrial, financial, commercial and professional life of the community. It began with a corps of officers consisting of:

General Thomas M. Howe, President; Vice-Presidents, J. C. Lewis, William McCreary, J. T. Stockdale, R. S. Waring, John F. Dravo, Mark W. Watson, R. J. Anderson; Directors, James I. Bennett, A. M. Marshall, Richard C. Gray, William Frew, Addison Lysle, Thomas Wightman, James Park, Jr., J. B. Young, Charles Megraw, William Rea, T. Brent Swearingen, Joseph G. Siebeneck, Simon Beymer, David Hostetter, Philip Reymer, Charles Arbuckle, George A. Kelly; Secretary, Joseph D. Weeks; Treasurer, George W. Hailman.

While the Chamber was organized in December, 1874, it was not chartered immediately. The State constitution of 1874 had just gone into effect, and until enabling acts were passed by the Legislature, it was not possible to secure a charter. Legal formalities having been met, the application

for the charter was made and it was granted July 8, 1876.
The charter members were:

John F. Dravo	J. J. McCormick	J. S. Slagle
J. H. Lotz	P. D. Nicols	S. M. Willock
American Mfr.	Reed & Harbison	Eisner & Phillips
John Bindley	L. H. Smith & Co.	Bissell & Co.
Allen C. Bakewell	R. Munroe	C. Yeager & Co.
C. A. Carpenter	W. D. Wood & Co.	Moore Davis
Dickson, Marshall & Co.	Stevenson & Foster	Mellor & Hoehne
George B. Edwards	A. G. Hatry	Joseph Woodwell & Co.
John L. Gill, Jr.	B. Preston	George Albree Son & Co.
Keystone Bridge Co.	Citizens Oil Works	Allemania Insurance Co.
J. S. McPherson & Co.	Kim & Son	Cunningham & Ihmsen
Pier, Dannals & Co.	P. Weisenberger	R. C. Schmertz & Co.
A. Speer & Sons	Bailey, Farrel & Co.	J. H. Ortman & Co.
W. Raiber	John Burns	Atwood & McCaffrey
Swearingen & McCandless	McHenry & Hood	Pittsburgh Forge & Iron Co.
T. J. Stockdale	A. H. Childs	S. Ewart & Co.
E. J. Waring	P. H. Laufman & Bro.	Kaufman, Oppen- heimer & Co.
J. R. & A. Murdock	Jas. H. Loh & Co.	Standard Oil Co.
O. H. Harper	R. Dickey & Co.	H. J. Adams
Ralph Bagaley	Richards & Hartley	S. S. Marvin & Co.
Thos. Wightman & Co.	M. F. Herron & Co.	Gardner Bros.
J. Klee & Bro.	W. H. Crump & Co.	C. M. McGowan
Scobie, Reed & Smith	J. C. Risher & Co.	Ahlborn & Neck- erman
Fairbanks, Morse & Co.	W. B. Neal	Lee & Marshall
C. Meyran	W. Smith & Sons	Penn Insurance Co.
W. B. Lupton & Co.	Whitmyre & Co.	B. L. Fahnestock & Co.
Geo. A. Kelly & Co.	Head, Carson & Co.	German American Insurance Co.
A. Bradley & Co.	H. Holdship	Columbia Conduit Co.
Fairman & Henderson	J. Willbank & Co.	Danl. Wallace
Waring Bros.	M. Livingston	Geo. P. McBride
J. D. Bernd & Co.	Robert Thorne	F. S. Seely
B. J. Braun	C. C. Baer & Co.	D. Gregg & Co.
Jas. W. Brown	G. B. Rathfon	Jesse H. Lippincott
J. C. Bergstresser	Jacob H. Walter	J. & H. Phillips
James Cuddy	Urling, Follansbee & Co.	DeHaven & Co.
W. Flaccus & Son	W. H. Graff	Chess, Smyth & Co.
McGrew & Hemphill	S. Severance	Logan, Gregg & Co.
Gangwisch & Straub	Paine, Ablett & Tripp	
Kier Bros.	F. L. Stephenson	
	Arthur Kirk	
	Fahnestock White Lead Co.	
	S. & W. H. Martin	
	J. S. Dunseath & Co.	

Arrott & Lockhart	Jos. G. Siebeneck	A. Hartupce
Schellhasse & Hartman	A. Garrison & Co.	W. H. Holmes
W. N. Riddle	Thos. N. Miller	H. Mattullath
W. C. Armor & Co.	W. & D. Rinehart	Moorehouse & Carsten
George Woods	Brown & Co.	Fleming, Agnew & Co.
Beymer, Bauman & Co.	Wm. B. Scaife & Sons	C. H. Lewis & Co.
Edwin Bindley	Lindsay, Sterrett Co.	Craig Bros.
Caughey & Hailman	Houck, McCague & Co.	Rodman Wistar
A. P. Davis & Co.	Warden & Oxnard	O. McClintock & Co.
W. F. Getty	T. H. Nevin & Co.	J. C. Bidwell
Iron City Window Glass Co.	H. Darlington	C. C. Hussey
Loomis & Collard	Pittsburgh Tar Chemical Works	Park, Bro. & Co.
Marshall, Kennedy & Co.	Wm. Haslage	Carnegie & Co.
J. J. Gillespie & Co.	S. S. Carrier	Hitchcock, McCreery & Co.
Lewis, Oliver & Phillips	D. P. Chapman	Wm. Pickersgill, Jr.
Guckenheimer & Bros.	Chas. F. Herrosee	C. P. Markle & Sons
D. W. C. Carroll & Co.	Bierman, Heiellerberg & Co.	N. Holmes & Sons
M. B. Cochran & Co.	Armstrong, Fawcett & McKelvey	MacKeown, Thompson & Co.
Casey & Fogarty	Slack & Sholes	Iron City National Bank
Miller, Barr & Parkin	Lockhart & Frew	Isaac Jones
Demmler & Bros.	Thos. M. Howe	Pitts. Acid Works
T. Scandrett & Co.	J. S. & W. H. Hastings	Irwin & Hoting
J. White, Jr. & Son	Gill & Brother	W. H. Nantker & Sons
W. J. Hammond	King & Goodwin	Spang, Chalfant & Co.
C. Hoeveler & Co.	Hussey, Wells & Co.	John Dunlap
Lusk & Brown	Alex McClure & Co.	Byers, McCullough & Co.
G. N. Hoffstot	Carnegie Bros. & Co.	F. Sellers & Co.
Geo. I. Whitney	P. Duff & Sons	Wm. T. Dunn
Hutchison & Co.	Ally. Insurance Co.	Lewis Bailey
D. G. Stewart & Co.	M. Meek	Johnston, McFarland & Co.
B. D. Moore	Briggs & Kerr	A. & J. Groetzinger
George T. Carter	J. A. Duff	Voight, Mahood & Co.
James G. Fulton	Jas. W. Brown	Roberts & Steele
George A. Berry	Hazelwood Oil Co.	J. A. Graff & Son
Dilworth Bros.	W. E. Schmertz & Co.	John Rose
Kramer & Vogelsson	Simpson Horner & Co.	L. C. Baldwin
H. Childs & Co.	Henry Lloyd Son & Co.	D. W. C. Bidwell & Co.
Dilworth, Porter & Co.	J. E. Schwartz	John L. Awl
Wolfe, Howard & Co.	Riddle, Coleman & Co.	Anderson & Woods
Wm. G. Johnston & Co.	J. A. McKee & Sons	Boatmans Insurance Co.
	J. Painter & Sons	McCracken & Bro.
	Holtzman & Weiderholt	

Arbuckles & Co.	H. S. A. Stewart	Moorhead & Co.
Davis, Chambers & Co.	Klein, Logan & Co.	German National
Gregg Son & Co.	S. Hamilton	Bank
Hugus & Hacke	Allegheny Nat.	Jos. Horne & Co.
R. G. Dun & Co.	Bank	Jas. A. McDevitt
Armstrong Bro. & Co.	Phillips, Nimick & Co.	Graff, Hugus & Co.
Evans, Dalzell & Co.	Haines & Sheibler	Jas. P. Barr & Co.
Central Refining Co.	Tradesmans Nat. Bank	Jas. H. Hopkins
J. A. Courtney	Lindsey & McCutcheon	J. K. Moorhead
Graff, Bennett & Co.	Jonathan Gallagher	D. DeHaven & Son
Col. David Campbell	Dalzell & Co.	F. D. Geist
Schomaker & Co.	Wilson Bros. & Co.	Edward Binns
Wm. McCully & Co.	Chas. T. Place	Union National Bank
C. G. Hussey & Co.	Close, Schoeneck & Co.	Merchants & Manu-
Wm. Miller	Emil Poertsel & Co.	facturers Natl. Bk.
M. W. Sackett & Co.	Morgan & Co.	McIntosh, Hemp-
F. Kaiser	A. & D. H. Chambers	hill & Co.
Lucy Furnace Co.	Everson Macrum & Co.	Addison Lysle
McConway, Torley	Jas. Marshall & Co.	Third National Bank
& Co.	Exchange National	D. F. Agnew & Co.
W. D. Peet & Bro.	Bank	Mills & Co.
Elwood & Mc-	Citizens National	Lang & McKallip
Cracken	Bank	Excelsior Glass Co.
J. & W. Fairley	Shoenberger & Co.	First National
Thos. McMichael	Farmers Deposit	Bank
W. Young	National Bank	L. Peterson, Jr.
Wm. L. Jones	Watt, Lang & Co.	& Co.
Reese, Graff & Woods	Peoples National	D. Steen & Sons
Whitmore, Wolf	Bank	Wm. Clark & Co.
Lane & Co.	National Bank of	Wm. J. Kountz
Jones & Laughlin	Commerce	Hostetter & Smith
Wm. Graff & Co.	Harris & Ewing	Wilson, Walker
J. L. Lewis	J. W. Porter & Co.	& Co.
Robinson, Rea & Co.	Fulton, Bollman	Chas. J. Clark
New York & Cleve-	& Co.	Fleming Bros.
land Gas Coal Co.	Standard Nut Co.	Keil & Ritchard
Wm. P. Townsend & Co.	David Bly	Huntsman, Miller
Reymer Brothers	Thomas Fawcett	& Co.
Mitchel, Stevenson	& Sons	R. C. Gray
& Co.	James Brown & Co.	Kennedy, Childs
Commercial Print-	Singer, Nimick & Co.	& Co.
ing Co.	Western Insurance Co.	W. H. Brill & Co.

The application for the charter was signed by forty-seven of the members. Of these, one, William Steinmeyer, then cashier of the Third National Bank, is still living. A letter from Mr. Steinmeyer appears on a later page is this report.

Henry Lloyd
 Messrs. Smith & Co
 The Standard Oil Co
 Livingston & Phelps
 Byers McCullough & Co
 (Chas. Smyth & Co)
 Robinson & Co
 A. Garis & Co
 Joseph Woodhouse & Co
 A. Russell & Co
 Armstrong & McKelvy
 James Hightman & Co
 J. E. Schwartz
 Logan (Mcgg) Co
 Messrs. Huff, Lane & Co
 Peoples National Bank
 for 3000 order order
 Henry Chalmers & Co
 B. L. Hahnstock & Co.
 Hahnstock & Whitehead & Co.
 Geo. A. Berry
 Citizens Nat Bank
 B. Geo. A. Berry. Pl
 Regner & Co
 Reit & Hinchard
 Third National Bank
 W. H. Skinner & Co
 J.

The Iron Horse
 J. J. Fickel & Co
 J. E. Linnick
 George Kelly
 John S. Slagle
 Mark Watson
 R. E. Gray
 Daniel Wallau
 S. S. Havin
 Harpster
 A. M. Linn Jr.
 E. W. Hagg
 Geo. W. Hallman
 J. K. Howhead
 John H. Dravo
 E. E. Egan
 P. Duff & Sons
 Matt. Lang & Co
 J. D. Dunnington
 Wright & Co
 Dilworth Brothers
 Kissel & Co
 Graff & Co

Since its organization the officers of the Chamber, the men who have had the care and burden of developing and maintaining its usefulness, have been as follows:

PRESIDENTS

General Thomas M. Howe,	1874-1877
General James K. Moorhead,	1877-1884
John F. Dravo,	1884-1887
Wm. E. Schmertz,	1887-1891
George A. Kelly,	1891-1895
John B. Jackson,	1895-1896
John Bindley,	1896-1902
General Albert J. Logan,	1902-1904
John Eaton,	1904-1906
H. D. W. English,	1906-1908
Lee S. Smith,	1908-1910
F. R. Babcock,	1910-1912
W. H. Stevenson,	1912-1914
D. P. Black,	1914-1916
Robert Garland,	1916-1918
George S. Oliver,	1918-1920
Marcus Rauh,	1920-1922
William M. Furey,	1922-1923
A. L. Humphrey,	1923-1924

VICE-PRESIDENTS,

R. J. Anderson,	1874-1875
	1874-1884
John F. Dravo,	1897-1899
	1903-1906
J. C. Lewis,	1874-1876
William McCreery,	1874-1879
	1881-1882
J. T. Stockdale,	1874-1877
R. S. Waring,	1874-1876
Mark W. Watson,	1874-1877
L. G. Graft,	1875-1876
General James K. Moorhead,	1876-1877
	1876-1878
H. W. Oliver, Jr.,	1879-1880
J. S. Slagle,	1876-1877
J. J. Gillespie,	1878-1879
Edward Gregg,	1878-1879
	1880-1881
Henry Holdship,	1878-1880
	1887-1893

VICE-PRESIDENTS—*Continued.*

John H. Ricketson,	{ 1878-1883
	{ 1885-1894
Wm. E. Schmertz,	- 1878-1887
John R. McCune,	- 1879-1885
Reuben Miller,	- 1879-1897
James H. Hopkins,	- 1880-1885
Richard C. Gray,	- 1882-1889
Geo. A. Kelly,	{ 1883-1891
	{ 1895-1903
George H. Anderson,	{ 1884-1895
	{ 1904-1906
Jos. G. Siebeneck,	- 1885-1887
James B. Scott,	- 1887-1894
John B. Jackson,	- 1889-1895
H. Kirk Porter,	- 1892-1906
Charles W. Batchelor,	- 1893-1896
John Bindley,	{ 1894-1896
	{ 1902-1907
Thomas P. Roberts,	- 1894-1901
Morrison Foster,	- 1895-1897
W. P. Herbert,	- 1896-1904
Wm. M. Kennedy,	- 1897-1904
William McConway,	- 1897-1898
General Albert J. Logan,	{ 1898-1902
	{ 1904-1907
W. R. Thompson,	- 1899-1903
Robert Pitcairn,	- 1901-1907
John Eaton,	- 1903-1904
James H. Willock,	- 1904-1906
D. P. Black,	{ 1906-1907
	{ 1908-1914
H. D. W. English,	- 1906-1906
H. J. Heinz,	- 1906-1907
W. B. Rodgers,	- 1906-1907
F. R. Babcock,	- 1907-1910
James A. Henderson,	- 1907-1908
Lee S. Smith,	- 1907-1908
Wm. H. Stevenson,	- 1908-1912
Robert Garland,	- 1910-1916
John B. Barbour, Jr.,	- 1912-1919
Hamilton Stewart,	- 1914-1917
R. L. O'Donnel,	- 1916-1917
Wm. M. Furey,	- 1917-1922
Marcus Rauh,	- 1918-1920
Wm. T. Todd,	- 1918-1923
Harry C. Graham,	- 1920-1923

VICE-PRESIDENTS—*Continued.*

A. L. Humphrey,	1922-1923
Wm. H. Davis,	1923-1924
H. W. Neely,	1923-1924
George R. Wallace,	1923-1924

DIRECTORS

R. J. Anderson,	1874-1875
Charles Arbuckle,	1874-1875
James I. Bennett,	1874-1876
Simon Beymer,	1874-1883
John F. Dravo,	1874-1887
	1888-1899
	1903-1906
William Frew,	1874-1875
	1876-1877
	1879-1880
Richard C. Gray,	1874-1889
Geo. W. Hailman,	1874-1879
David Hostetter,	1874-1878
General Thomas M. Howe,	1874-1877
Geo. A. Kelly,	1874-1903
J. C. Lewis,	1874-1876
Addison Lysle,	1874-1876
	1883-1884
Charles Megraw,	1874-1875
A. M. Marshall,	1874-1879
Charles Meyran,	1874-1891
William McCreery,	1874-1879
	1881-1883
James Park, Jr.,	1874-1876
William Rea,	1874-1876
Philip Reymer,	1874-1876
Jos. G. Siebeneck,	1874-1887
J. T. Stockdale,	1874-1879
T. Brent Swearingen,	1874-1884
R. S. Waring,	1874-1876
Mark W. Watson,	1874-1877
Thomas Wightman,	1874-1876
	1882-1883
J. B. Young,	1874-1877
L. G. Graff,	1875-1876
M. F. Herron,	1875-1878
Daniel Wallace,	1875-1877
C. A. Carpenter,	1876-1879
Edward Gregg,	1876-1879
	1880-1882

DIRECTORS—*Continued.*

Arthur Kirk,	1876-1877
S. S. Marvin,	{ 1876-1878
	{ 1885-1886
General James K. Moorhead,	1876-1884
H. W. Oliver, Jr.,	{ 1876-1878
	{ 1879-1880
J. S. Slagle,	1876-1881
J. J. Gillespie,	{ 1877-1879
	{ 1885-1886
Henry Holdship,	1877-1893
W. G. Johnston,	1877-1879
Reuben Miller,	1877-1904
William E. Schmertz,	1877-1891
S. Severance,	1877-1878
R. F. Smyth,	1877-1879
Ralph Bagaley,	1878-1880
James Laughlin, Jr.,	1878-1880
John R. McCune,	1878-1885
S. L. McHenry,	1878-1896
Jacob Reese,	1878-1879
John H. Ricketson,	1878-1896
George H. Anderson,	1879-1906
Frank S. Bissell,	1879-1880
C. A. Campbell,	1879-1880
James H. Hopkins,	1879-1885
	{ 1879-1880
John B. Jackson,	{ 1884-1896
	{ 1905-1906
W. A. McIntosh,	1879-1885
A. D. Smith,	1879-1880
D. W. C. Carroll,	1880-1883
	{ 1880-1883
A. F. Keating,	{ 1887-1891
	{ 1880-1906
H. Kirk Porter,	1880-1882
Oliver P. Scaife,	1880-1881
J. E. Schwartz,	1880-1883
W. D. Wood,	1881-1882
Charles C. Baer,	{ 1882-1885
	{ 1903-1904
George B. Logan,	1882-1894
James B. Scott,	1883-1883
James P. Barr,	{ 1883-1884
	{ 1885-1896
Charles W. Batchelor,	1883-1884
S. Bilderback,	1883-1907
John Bindley,	

DIRECTORS—*Continued.*

C. L. Caldwell,	1883-1884
A. M. Cavitt,	1883-1885
S. Hamilton,	1883-1885
D. C. Herbst,	1883-1897
Wm. A. Herron,	1883-1886
Jos. R. Hunter,	1883-1884
W. S. Mackintosh,	1883-1885
E. S. Morrow,	1883-1886
John H. McCreery,	1883-1888
Samuel M. McKirsham,	1883-1884
William N. Riddle,	1883-1883
Walter Chess,	1884-1885
T. C. Jenkins,	{ 1884-1889
	{ 1911-1914
F. B. Laughlin,	1884-1885
J. W. Paul,	1884-1885
S. M. Wickersham,	1884-1891
John A. Woods,	{ 1884-1885
	{ 1886-1888
Joseph Woodwell,	1884-1885
James M. Bailey,	1885-1887
George A. Berry,	1885-1887
A. Clark Dravo,	1885-1886
S. P. Harbison,	1885-1892
Robert Munroe,	1885-1904
Charles F. Wells,	1885-1886
Alan W. Wood,	{ 1885-1886
	{ 1889-1890
Edward S. Wright,	1885-1886
A. P. Burchfield,	{ 1886-1887
	{ 1896-1908
Wm. P. DeArmit,	{ 1886-1887
	{ 1892-1896
	{ 1901-1902
Joseph Eichbaum,	1886-1887
Morrison Foster,	1886-1897
William McClelland,	1886-1892
Thomas P. Roberts,	1886-1901
B. L. Wood, Jr.,	1886-1892
James Allison,	1887-1896
Peter Dick,	1887-1896
W. P. Herlert,	1887-1904
Henry Phipps,	1887-1888
Wm. A. Robinson,	1887-1888
Calvin Wells,	{ 1887-1888
	{ 1906-1907

DIRECTORS—*Continued.*

John R. Wightman,	1887-1888
J. D. Bernd,	1888-1892
Charles J. Clark,	1888-1889
Oliver McClintock,	{ 1888-1890
	{ 1899-1903
	{ 1906-1914
J. H. McKelvey,	1888-1889
J. S. Wightman,	1889-1891
M. Atwood,	1889-1897
R. H. Boggs,	{ 1889-1890
	{ 1905-1907
E. T. Dravo,	{ 1889-1893
	{ 1894-1896
George W. Dilworth,	1890-1891
J. Morton Hall,	1890-1895
A. B. Wigley,	1890-1895
Joseph Abel,	1891-1897
James J. Donnell,	1891-1893
General Albert J. Logan,	1891-1924
Alex Murdock,	1891-1893
William McConway,	{ 1891-1898
	{ 1900-1902
John Caton,	1892-1893
W. C. Quincy,	1892-1894
W. L. Scaife,	1892-1896
James Collard,	1893-1896
John Eaton,	1893-1906
Alex McClure,	1893-1897
M. Rosenbaum,	1893-1906
Percy F. Smith,	1893-1901
Lawrence W. Dilworth,	1894-1895
W. H. Keech,	1895-1897
Frank F. Nicola,	1895-1899
H. S. Paul,	1895-1897
W. S. Shallenberger,	1895-1897
D. P. Black,	1896-1919
W. H. Brown,	1896-1897
Robert P. Duff,	1896-1897
Otto Heeren,	1896-1899
John W. Herron,	1896-1897
A. E. Hunt,	1896-1900
Wm. M. Kennedy,	1896-1907
J. S. McKean,	1896-1897
C. A. Painter,	1896-1896
C. E. Rumsey,	1896-1899
Jos. D. Weeks,	1896-1897

DIRECTORS—*Continued.*

W. L. Abbott,	1897-1901
John C. Alrich,	1897-1907
J. E. Ash,	1897-1911
H. M. Curry,	1897-1899
William A. Dickey,	1897-1899
H. C. Fownes,	1897-1901
E. H. Jennings,	1897-1897
B. Frank Jones, Jr.,	1897-1897
W. W. Lawrence,	1897-1901
James R. Mellon,	1897-1906
George W. Morris,	1897-1900
Geo. Edward Painter,	1897-1898
Robert Pitcairn,	1897-1910
W. R. Thompson,	1897-1904
Hay Walker, Jr.,	1897-1897
John R. McGinley,	1898-1901
James H. Willock,	1898-1906
A. G. Bixler, -	1899-1902
James Gayley,	1899-1900
George T. Oliver,	1899-1900
W. B. Rodgers,	1899-1915
B. H. Warren,	1899-1900
John Caldwell,	1900-1903
E. J. Allen,	1900-1902
H. J. Heinz,	1900-1918
Lawrence C. Phipps,	1900-1903
W. F. Aull,	1901-1902
John A. Beck,	1901-1904
J. W. Marsh,	1901-1911
Robert J. McKay,	1901-1902
J. N. Pew,	1901-1905
F. J. Torrance,	1901-1902
William Campbell,	{ 1902-1904
	{ 1906-1911
H. D. W. English,	1902-1913
Albert M. Hanauer,	{ 1902-1911
	{ 1913-1919
James A. Henderson,	1902-1912
John L. Lewis,	1902-1904
Thomas Patterson,	1902-1903
Robert Wardrop,	1902-1903
Wm. A. Renshaw,	1903-1906
Wilson A. Shaw,	1903-1904
William H. Stevenson,	1903-1924
Edward B. Taylor,	1903-1906
Lewis T. Brown,	1904-1905

DIRECTORS—*Continued.*

Jos. W. Craig,	1904-1905
W. J. Holland,	1904-1906
Wm. L. Jones,	1904-1912
Jas. W. Kinnear,	1904-1916
Stetson Leach,	1904-1906
John S. Scully,	1904-1905
Edw. A. Woods,	1904-1905
Taylor Alderdice,	{ 1905-1912 1917-1918
Samuel W. Black,	1905-1907
W. N. Frew,	1905-1906
L. A. Clark,	1905-1906
Lee S. Smith,	1905-1917
Fred R. Babcock,	1906-1913
John B. Barbour, Jr.,	1906-1921
H. P. Bope,	1906-1907
Robert Finney,	1906-1907
John H. Jones,	1906-1916
R. B. Mellon,	1906-1907
H. W. Neely,	1907-1924
Henry P. Pears,	1906-1907
Marcus Rauh,	1906-1924
D. C. Ripley,	1906-1912
Charles H. West,	1906-1907
A. J. Bihler,	1907-1909
Otto F. Felix,	1907-1911
Robert Garland,	1907-1924
D. L. Gillespie,	1907-1912
A. M. Jenkinson,	1907-1909
A. J. Kelly, Jr.,	1907-1910
Geo. A. Kelly, Jr.,	1907-1911
Willis L. King,	1907-1908
E. A. Kitzmiller,	1907-1912
H. M. Landis,	1907-1917
H. B. Lupton,	1907-1910
Chas. H. Ogden,	{ 1907-1915 1916-1919 1920-1924
John Eichleay, Jr.,	1908-1911
W. G. Wilkins,	1908-1914
George W. Guthrie,	1909-1915
Hamilton Stewart,	1909-1917
W. S. Brown,	1910-1920
S. C. Long,	1910-1911
H. H. McClintic,	1910-1913
A. H. Burchfield,	1911-1914

DIRECTORS—*Continued.*

W. C. Coffin,	1911-1920
Wm. H. Davis,	1911-1924
C. Phillips Hill,	1911-1914
S. B. McCormick,	1911-1923
W. L. Rodgers,	1911-1917
A. M. Schoyer,	1911-1913
	1920-1920
D. F. Collingwood,	1912-1915
B. G. Follansbee,	1912-1914
Steele F. Roberts,	1912-1913
John E. Shaw,	1912-1915
Wm. T. Todd,	1912-1924
Sidney F. Heckert,	1913-1921
Frank J. Lanahan,	1913-1922
R. L. O'Donnel,	1913-1917
H. D. Shute,	1913-1919
Benj. Thaw,	1913-1916
James L. Foster,	1914-1917
Wm. M. Furey,	1914-1924
Charles J. Graham,	1914-1918
W. S. Linderman,	1914-1924
F. E. Powers,	1914-1915
W. C. Reitz,	1914-1917
W. L. Clause,	1915-1920
J. Rogers Flannery,	1915-1918
John M. Goehring,	1915-1918
Charles N. Hanna,	1915-1916
J. B. McClements,	1915-1918
J. C. Trees,	1915-1918
John McLeod,	1916-1924
George S. Oliver,	1916-1922
J. B. Yohe,	1916-1923
John F. Casey,	1917-1920
Thomas A. Dunn,	1917-1924
B. K. Elliott,	1917-1920
William Flinn,	1917-1918
T. J. Gillespie,	1917-1924
Harry C. Graham,	1918-1923
Geo. W. McCandless,	1917-1917
John G. Pew,	1917-1918
E. T. Whiter,	1917-1918
	1924-1924
Harry W. Dunlap,	1918-1921
James J. Flannery,	1918-1919
George H. Flinn,	1918-1919
L. H. Gethoefer,	1918-1921

DIRECTORS—*Continued.*

David O. Holbrook,	1918-1919
A. L. Humphrey,	1918-1924
William L. Monro,	1918-1924
Marvin F. Scaife,	1918-1920
A. C. Terry,	1918-1918
Thomas F. Dunn,	1919-1922
John P. Eichleay,	1919-1924
Herbert L. May,	1919-1922
J. O. Miller,	1919-1923
David T. Riffle,	1919-1924
A. B. Shepherd,	1919-1924
George R. Wallace,	1919-1924
George S. Davison,	1920-1924
Howard Heinz,	1920-1924
George D. Ogden,	1920-1923
A. W. Thompson,	1920-1924
W. H. Walker,	1920-1923
C. D. Armstrong,	1921-1924
Arthur G. Pierce,	1921-1924
J. B. Rider,	1921-1921
H. S. Wherrett,	1921-1924
Harry Dangerfield,	1922-1924
William S. Diggs,	1922-1924
Morris Knowles,	1922-1924
H. C. McEldowney,	1922-1924
Henry Tranter,	1922-1924
W. W. Blakely,	1924-1924
John G. Bowman,	1923-1924
Arthur E. Braun,	1923-1924
J. B. Nettle,	1923-1924
Lawrence E. Sands,	1923-1924
J. B. Shea,	1923-1924
Norman F. Brown,	1924-1924
John H. Carroll, Jr.,	1924-1924
Julien L. Eysmans,	1924-1924
Elisha Lee,	1924-1924
Charles H. Lehmann,	1924-1924
James Rae,	1924-1924

TREASURERS

George W. Hailman,	1874-1875
Charles Meyran,	1875-1891
Joseph Abel,	1891-1897
Reuben Miller,	1897-1904
Wm. M. Kennedy,	1904-1907
H. M. Landis,	1907-1917
W. S. Linderman,	1917-1924

SECRETARIES

Joseph D. Weeks,	1874-1876
Geo. A. Kelly,	1876-1879
S. L. McHenry,	1879-1896
Geo. H. Anderson,	1896-1904
Logan McKee,	1904-1918
A. C. Terry,	1918-1924

For the first twenty years of its life the Chamber's home was in the Germania Bank Building, Wood and Diamond streets, where it had been born, except for a brief period in 1891, when, while repairs were being made following a fire, it had offices in the Thaw building, on Fifth street, now Stanwix street. On June 20, 1904, it moved to the Oliver Building, at Wood street and Oliver avenue, to secure more ample accommodations for its growing activities. Two years later, on March 14, 1906, a pressing demand for more space took it to the Keenan Building, at Liberty avenue and Seventh street. The Chamber was steadily advancing; its membership was increasing, new features were being added to its work while its old activities were being enlarged. More room was a necessity, and after careful consideration, a contract was made with the late Hon. George T. Oliver, under which he erected the Chamber of Commerce Building at Smithfield street and Seventh avenue. A commercial building of a different type from anything then existing in Pittsburgh, it was designed primarily for Chamber of Commerce purposes. The cornerstone was laid with appropriate ceremonies on July 8, 1916, and on May 1, 1917, the Chamber took possession of a new home planned and built to meet the many demands its activities made upon it. At that date the membership had grown to almost 3,000. To meet the requirements of these business men of Pittsburgh, the new home included a large auditorium with modern appointments, many smaller rooms where business meetings could be held, and a great dining room which, with its attached private apartments, had the greatest capacity in the city; a handsome lounge, a billiard room and other essentials for relaxation that busy men at times require. The wisdom of this departure from the old custom was manifest. Within a year the membership had passed the 5,000 mark and the Chamber

of Commerce home was the center of every important public movement of the day.

In the fifty years of its existence the Chamber has endeavored to carry out loyally and faithfully the intent of its founders as expressed by them in their announced purpose in their charter. Below will be found a brief account of some of the things it has accomplished for the good of the community in whose development it has taken no mean part.

Transportation



JAMES K. MOORHEAD
1877-1884

TRANSPORTATION has always been one of the prime specialties of the Chamber of Commerce of Pittsburgh. It has been largely instrumental, in its years of enterprise and energy, in effecting measures in this field—water, rail, road and air—that have improved both passenger and freight facilities, and secured permanent advantages for this industrial community.

The Chamber of Commerce has had much to do with all transportation problems, both in their establishment and in the protection of their rights, at the same time vigorously opposing every effort to impose unjust and unfair rates, whether passenger or freight.

This organization for fifty years has been constantly promoting river development, as accessory to the material advantages of this constructive community in its diversified requirements. The pioneers who founded this city, as a commercial adventure in the wilderness of the West, found the Ohio River the only natural outlet and inlet for their commerce, and for years it served them well. It was thus natural and logical that the first appeal that came to this Chamber of Commerce was for the development and improvement of the Ohio River, Pittsburgh's water route to the sea.

The construction of the Davis Island Dam was the first step in this direction. The canalization of the Ohio River has since been pushed year by year, until it is likely that many of the Chamber's members, still in the flesh, will see this great river dammed and locked from its source to its mouth. This canalization means in its completion the establishment of a nine-foot stage of water throughout the year, thus effecting the highest measure of navigable value of this stream.

The freeing of the Monongahela River of tolls, that for years had imposed costs upon its commerce, is another instance of the efforts of the Chamber of Commerce to serve its community. This accomplishment was supplemented by further efforts to increase the value of this river in extending dams and locks to the head of navigation, by the Federal authorities, in succeeding years.

The improvements in the Allegheny River, which, when completed, will accelerate transportation between southern and western New York and Pittsburgh, begun by the Chamber many years ago, have been consistently prosecuted ever since. Two dams have been completed, and two others are under construction, the purpose of the Chamber being to secure canalization to the head of navigation.

The building of the Lake Erie and Ohio River Canal was first endorsed and has been constantly supported by the Chamber of Commerce throughout the years of endeavor to establish it as the most important adjunct to the commerce of the Pittsburgh district. This support has been in the making of surveys, locations, terminals, organization, and legislation necessary to its building, together with such financial assistance as has been required from time to time. Cheaper transportation in greater volume is and has been the primary motive in this effort.

Opposition has been made by the Chamber to every suggestion liable to lead to obstructions to navigation of rivers, such as bridges over navigable streams, obstructive piers, riparian encroachments, and channel and bank obstacles.

Waterways

Within ten days after adopting its articles of association the Chamber took up the question of the improvement of the Ohio River, and called a meeting of the citizens to consider the question. The secretary was instructed to report on the subject of direct trade via the Ohio and Mississippi Rivers to South America.

1876. The Chamber urged representatives from Allegheny County to expedite the passage of a bill through

Congress to appropriate a sufficient sum to construct one dam in the Ohio River below Pittsburgh for the improvement of its harbor; protested against the obstruction of the channel of the Monongahela River by the dumping of cinders into the river, and presented to the Pennsylvania Legislature a bill to enable the State to cede a certain plot of ground to the United States government for the erection of a dam at or near Brunot's Island.

1877. The Legislature of Pennsylvania was requested to grant to the United States government the necessary rights of jurisdiction over such of the land on the Youghiogheny, Monongahela and Ohio Rivers as might be necessary for the construction of locks and dams for the improvement of navigation; notification was received that the United States government was taking preliminary steps toward construction of the proposed dam and lock in the Ohio River below Pittsburgh; and Congress was urged that, having acquired the ground for the construction of the Davis Island Dam, an appropriation should be made to complete it.

1878. Notice was received of the purchase of land requisite for the construction of the Davis Island dam, and a special meeting was held to arrange the cornerstone laying ceremonies; models of the proposed Ohio River improvements were shown by the Chamber of Commerce at the Pittsburgh Exposition; steps were taken to prevent further grounding and injury of steamboats by the deposit of sewage and cinders in the harbor at Pittsburgh; and the city Council of Pittsburgh was requested to adopt measures against encroachments upon the river channels.

1879. Additional appropriations were requested of Congress for the construction of the Davis Island Dam; the improvement of the Allegheny River was advocated; and an appropriation favored for the construction of an additional dam in the Monongahela River to extend navigation to Morgantown.

1880. Attention of Congress was called to the importance of radical improvements of the Allegheny River from Pittsburgh to Olean, N. Y.; delegates were appointed to attend

an Inter-State Convention at New Orleans to consider river commerce and navigation.

1881. The "Tonnage Tax" at the Louisville Canal and the Davis Island Dam was opposed; delegates attended a convention at St. Louis to consider measures for improvement of the Mississippi River; members of Congress were invited to visit Pittsburgh to inspect the Davis Island Dam; and the appointment of a western man as supervising inspector general of steam vessels was urged because of the importance of navigation in the internal lakes and rivers of the United States.

1882. The Chamber urged upon the Federal government authorities the necessity for high and low water span channels under the proposed bridge over the Ohio River at Point Pleasant, W. Va.; recommended construction, by the government, of a lock and dam at Herr's Island; and urged upon the government the immediate general improvement of the Allegheny River.

1883. A bill in the Pennsylvania Legislature giving bridge companies the right to rent piers to individuals and companies for mooring purposes was opposed; and similar action was taken on the harbor bill to confer upon certain corporations rights of eminent domain with riparian rights.

1884. A committee was appointed to visit Washington to urge early Mississippi River improvements, and Congress was memorialized in favor of government purchase of all rights and franchises of the Monongahela Slack Water Navigation Company, with a view to freeing the Monongahela River of all tolls. This was the first action taken by a public body towards making the Monongahela a free river.

1887. Congress was requested to further increase the efficiency of the signal service at Pittsburgh.

1888. Congress was urged to make adequate and progressive provisions for the improvement of the rivers and harbors of the whole country, to promote interstate and foreign commerce; and recommendation was made that American ships should carry American mail under a just and adequate compensation.

1889. Protest was made against the delay in work on

the Herr's Island Dam; steps were taken to secure a survey of the river and harbor lines of Pittsburgh on the basis of the State survey of 1858, with a view of re-establishing those lines; the State Legislature was requested to provide a commission to survey, establish and adjust high and low water lines of the Monongahela, Allegheny and Ohio Rivers; and encroachments by manufacturers and others narrowing the channels of the rivers, were condemned.

1890. An appeal was made to the Secretary of War for government enforcement of measures prohibiting the dumping of mill, furnace and other refuse in the river near the Davis Island Dam.

1893. Congressmen and Senators were requested to use their influence toward securing an appropriation of \$10,000 to provide for a reconnaissance of the principal tributaries of the Monongahela, Allegheny and Ohio Rivers, above the mouth of the Little Kanawha, and including that river, which promised to afford sites for reservoirs for the impounding of waters to increase the depths of the Ohio River at certain periods.

1895. The Legislative bill, giving patents to certain portions of the bed of the Monongahela River, was opposed; delegation attended meetings of the Deeper Waterways Association at Cleveland in the interest of river navigation, the Ohio River convention at Cincinnati, and the Mississippi convention at Vicksburg.

1896. A committee was appointed to appear before the Rivers and Harbors Committee of Congress on the subject of improved navigation on the Monongahela and Allegheny Rivers; a protest was made against pier obstructions to navigation in the Straits of Detroit; an appropriation of \$250,000 for the construction of a dam at Harpeth's Shoals, Cumberland River, was endorsed; at the invitation of the Chamber a meeting of the Ohio Valley Improvement Association in the interest of river development was held in Pittsburgh; and delegates were appointed to appear before the Congressional Committee on Rivers and Harbors to urge improvement in navigation on the Allegheny and Ohio Rivers.

1897. The Chamber instructed its Committee on Rivers

and Harbors to formulate a plan by which the Chamber of Commerce might cooperate with government officials in securing immediate commencement of the work of improving the Ohio and Allegheny Rivers, for which appropriation had been made by Congress; and the Secretary of War was also urged to let contracts for dams and locks in the Ohio River between Davis Island and Merrill, on which bids had been invited.

1898. Notification was received that the movement initiated by the Chamber in 1884 to free the Monongahela River from tolls had been brought to a successful termination.

1899. The Chamber approved the proposed construction of a wide deep channel from the deep water of the Mississippi River to the deep water of the Gulf via Southwest Pass; the War Department was requested to give better facilities for the increase of commerce on the Ohio. Congress was urged to authorize further improvement of the harbor at Pittsburgh by dredging, and accommodate the remarkable growth of commerce in the harbor by enlarging the locks in the Monongahela.

1900. A measure providing for the deepening of the channel of the Ohio River from 6 to 9 feet was endorsed.

1902. The recorder (mayor) of Pittsburgh apprised the Chamber that, owing to its insistent demand, the strip of land needed for the construction of the shore end of Dam No. 2 in the Allegheny River had been deeded to the government; a nine-foot draft at low water from Pittsburgh to Cairo was advocated in order that all obstructions to the free and full use of the Ohio River harbors and tributaries be removed.

1906. The Federal government appointed a board of engineers to survey the Ohio River from source to mouth in the interest of the nine-foot navigation stage advocated by the Chamber.

1907. The Inland Waterways Commission was invited to visit Pittsburgh for an inspection of the Monongahela, Allegheny and Ohio Rivers to ascertain conditions and necessary improvements.

1911. The Congressional Committee on Rivers and Harbors accepted the joint invitation of the city of Pittsburgh

and the Chamber of Commerce to make a tour of the Ohio River from Pittsburgh to Cairo, the City Council having made an appropriation of \$18,000 to defray the expense; the delegates of the Chamber to the National Rivers and Harbors Congress at Washington, D. C., secured a hearing before the Congressional Rivers and Harbors Committee, urging the continuing of the improvements to the Ohio River under the continuous contract system with sufficient appropriations to complete the improvements within five or six years; the improvement of the Allegheny River as one of the chief tributaries of the Ohio was also urged.

1912. Congress provided for nearly two hundred surveys of navigable waters, included in which were many of those of the Ohio River system, for which the Chamber had been struggling for years.

1913. As a result of the surveys of the previous year \$5,550,000 was appropriated for the improvement of the Ohio River along the lines advocated by the Chamber; and at the National Rivers and Harbors Congress the Chamber joined in the demand upon Congress for more adequate waterway appropriations.

1914. The delegation of the Chamber at the convention of the Ohio Valley Improvement Association insisted that steps be taken to have the Federal government redeem its pledge to make the Ohio River a completely improved waterway by 1922; the delegates to the national convention of the National Rivers and Harbors Congress urged the passage of resolutions providing for annual river and harbor bills; and during the year, visitors, representing commercial bodies of Zanesville, McConnellsville, Marietta and Wheeling were entertained by the Chamber in the interest of reestablishing local river traffic.

1915. The Chamber, on learning of the pledge made by President Taft to support the program of speedy completion of the Ohio River canalization, again pledged itself to the fullest moral and financial support of this project; at the meeting of the National Rivers and Harbors Congress the Chamber presented resolutions calling attention to the importance of improved rivers and harbors as a part of the pro-

gram for preparedness, as the World War was then being waged; and at the annual convention of the Ohio Valley Improvement Association the subject of the completion, by the government, of the canalization of the Ohio River before 1922 was again made a prominent feature by the delegates from the Chamber.

1916. The Chamber assisted in establishing the Coast Guard Service on the Mississippi and Ohio Rivers, and requested the city authorities to make necessary provision for docking facilities for this service.

1917. The Chamber again took a prominent part in the National Rivers and Harbors Congress and the Ohio Valley Improvement Association convention, the necessary modification of river work due to the United States having entered the World War requiring careful and judicious consideration.

1918. An appropriation of \$20,000,000, which included \$5,000,000 for the Ohio River improvement, was made by Congress for river improvements, and representatives of the Chamber attended hearings by the Congressional Rivers and Harbors Committee to safeguard Ohio River interests.

1919. The Chamber called a convention, which was held in its auditorium, for the purpose of urging the national government to build up a great system of connected internal waterways from the Mississippi Valley to the Atlantic Coast, of which the improved Ohio River and the Lake Erie Canal would form important parts. Two hundred and twenty-four delegates from sixty-eight communities and nine States were in attendance. At the request of the National Rivers and Harbors Committee, the Chamber appointed representatives to serve on the Committee for Transportation Legislation, on which various sections of the country were represented; and a bill providing one hundred million dollars for waterway improvements was endorsed, the bill including thirty-three million dollars for the Mississippi, Ohio, Missouri and Illinois River improvements.

1920. The House of Representatives having passed the rivers and harbors bill, materially reducing the appropriations, the Chamber vigorously protested, and urged the provision, within the ensuing five years, for a system of internal

waterways and coast harbors carrying a large portion of the country's bulky freight which would be justifiable on the ground of real economy.

1921. The rivers and harbors bill, authorizing completion, within three years, of the improvement of the Ohio, Mississippi and Missouri Rivers, together with a definite appropriation, for at least six years, of one hundred million dollars annually to secure a complete system of internal waterways, including the Lake Erie and Ohio Canal, was endorsed and vigorously supported.

1922. The Chamber assisted in securing larger appropriations to carry on the work of improving the internal waterways and the harbors of the country, the work being more difficult than usual as at this time there was a tendency to reduce all public expenditures.

1923. Endorsement was given to the bill presented to Congress by the Flood Commission of Pittsburgh, an organization originated by the Chamber, which provided for regulating stream flow and control of flood waters in the Monongahela and Allegheny Rivers; the reforestation of cut-over lands, to prevent depletion of timber as well as to conserve the rainfall for water supply purposes, as advocated by the Chamber of Commerce of the United States, was supported.

1924. Endorsement was given to the rivers and harbors bill providing seventy-three million dollars for the improvement of the Ohio, Missouri and Mississippi Rivers, and to the bill providing for a bond issue of two hundred and four million dollars for the immediate construction of waterway improvements throughout the entire United States.

Naturally the great interest of the Chamber of Commerce has been the Ohio River system. In 1874, when it began its work, there was practically no improvement on that river. In 1924, thirty-seven dams have been completed, eleven others are under construction, and the plans for four more have been prepared.

Railroads



JOHN F. DRAVO
1884-1887

RECOGNIZING the importance of the railroads as the principal means of transportation and communication, the Chamber has always acted as a medium between Legislative bodies, the railroads and the shipping and traveling public.

1874. The Northern and Southern Pacific Railroads requested the Chamber to call a meeting of citizens of Allegheny County to urge Congress

to aid in their construction.

1875. The influence of the Chamber was sought by these roads towards securing government consent to extension of the time limit for building them.

1876. The Pittsburgh and Northwestern Railroad asked the Chamber's endorsement of a project to construct a line from the mouth of Girty's Run to Youngstown; and at a meeting of citizens and members of the Chamber in Lafayette Hall in August, a joint committee was appointed and met in the Chamber, when the Pittsburgh and Northwestern and Pittsburgh and Lake Erie Railroads were suggested for consideration as additional railroad connections with the city of Pittsburgh.

1877. The Pennsylvania Railroad Company notified the Chamber that the discriminations heretofore in effect against the city of Pittsburgh should no longer exist; support was given to a request of the Pennsylvania Railroad Company for changes in locations of streets and buildings at Seventh Avenue and Liberty Avenue for the erection of the new Union Station, the former station having been destroyed in the riots of '77; Congress was, on request of the Northern Pacific Railroad Company, memorialized in favor of extending the time for the completion of that railroad in order to obtain

land grants therefor; city of Pittsburgh legislation to facilitate the entrance of the Castle Shannon Narrow Gauge Railroad within the city limits was approved; and an address was delivered in the Chamber on the extension of the Pittsburgh Southern Narrow Gauge Railroad from Pittsburgh to Washington, Pa., and points beyond.

1878. Several meetings were held favoring the construction, within a year, of the Pittsburgh Southern Narrow Gauge Railroad through Washington and Greene counties, Pennsylvania, and into the heart of the mineral regions of West Virginia.

1879. A bill to increase the powers of the Interstate Commerce Commission was approved; and subscriptions by Pittsburgh District people to the stock of the Pittsburgh and Chicago Railroad were recommended.

1881. The mayor of Pittsburgh was urged to sign a bill permitting construction of the Pittsburgh Junction Railroad; the Chamber reiterated its approval of a bill regulating interstate commerce and notified the Committee of Congress on Interstate Commerce of its action; considered the question, "How can the business interests of the community and the several railroads seeking an entrance into and a passage way through the city be best subserved and harmonized?" requested the mayor of Pittsburgh to sign the ordinance giving the Pittsburgh Junction Railroad the rights of way through the city that had been asked; and protested against the construction of any railroad lines on any of the wharves of either the Monongahela or Allegheny rivers.

1882. A committee was appointed to advocate before the Congressional committee the interstate commerce bill then pending in Congress; and extended an invitation to the Interstate Commerce Commission to hold a meeting in Pittsburgh, a competitive point, in order to present the claims of shippers to the benefits thereof.

1883. The Chamber cooperated with the Grain and Flour Exchange in an effort to obtain equitable adjustment of rates from western points under the pool system.

1884. A committee was appointed to appear before the

Committee on Commerce in favor of the Reagan Interstate Commerce Bill.

1885. The Chamber submitted suggestions to the authorities of the Pennsylvania Railroad Company for corrections in rates in and out of Pittsburgh relative to various specific articles of freight, shippers of which had complained concerning inequalities; the managing editor of the *Philadelphia Record*, on invitation, addressed the Chamber upon the subject of "Railroad Freight Discriminations"; and throughout this year the Chamber's Committee on Transportation and Railroads was active at all times in considering methods and measures to improve railroad rates and get the railroads and community shippers into better relations, the conclusion of the Committee being that relative rates were needed more than low rates.

1886. An application of the Baltimore and Ohio Railroad Company for a lease of a portion of the Monongahela wharf, at Smithfield and Water streets, upon which to erect a new passenger station was endorsed and the Council of Pittsburgh was urged to grant it; the Chamber cooperated with the Constitutional Convention committee toward procuring anti-discrimination legislation; and a special committee was appointed to consider transportation inequalities.

1887. The endorsement of the Cullom-Reagan Interstate Commerce Bill was reaffirmed; and Pittsburgh Councils were memorialized to grant the Pittsburgh Junction Railroad Company siding privileges on the wharf of the Allegheny River, from Eleventh street to Ninth street, in the city of Pittsburgh.

1888. The Councils of Pittsburgh were urged to take immediate steps toward securing permanent relief from the present perilous conditions attendant on existent city grade crossings.

1889. The enactment of laws to enforce the Constitution relative to discrimination in freight and passenger rates within the State was urged upon the Legislature; and the grade crossing bill in the Legislature was opposed as inimical to the best interests of the city.

1890. A plan for installation of mail boxes in railway stations on routes of all railway companies was endorsed.

1891. On a request from a railroad company for statistical information of Pittsburgh's general railway resources, the Chamber replied: "We have the Baltimore and Ohio, with all its connections; the Pennsylvania System, with its many lines; and the Vanderbilt lines; all with connections from ocean to ocean and ocean to lakes and inland rivers and to the Gulf of Mexico. The total railway tonnage of Pittsburgh, strictly Pittsburgh business, is estimated at eighteen million tons annually, equal to one million cars, or an average of three thousand loaded cars per day; two thousand freight cars enter and one thousand depart daily. We receive daily about forty thousand tons and redistribute about twenty thousand tons over the country."

1892. The Chamber sent to the freight agents, traffic managers and other officials of railroad companies, in the Pittsburgh District, a digest of the complaints concerning freight discriminations received and invited correspondence relative to better adjustment of freight rates.

1893. The freight blockade which had prevailed in Pittsburgh for some time was raised within forty-eight hours after the Chamber passed resolutions requesting this relief; and the Chamber recommended the passage of a law inflicting greater penalty upon persons wilfully and maliciously obstructing or injuring railroad trains.

1895. The Chamber recommended legalizing pooling arrangements among the railroad companies of the United States as then in force.

1896. The joint traffic agreement in general use by the freight agencies of the United States was approved; an amendment proposed to the Interstate Commerce Law, by which officials would be relieved of the penalties, then in force, and of all personal liabilities, was opposed; membership in the National Transportation Association of Chicago was declined; and because of constantly increasing railway traffic the Chamber imperatively demanded that grade crossings in the cities of Pittsburgh and Allegheny be abolished without further delay, and also strongly urged that both

cities make liberal concessions in all matters relating to rights of way, questions of damages and all other details to secure the most speedy accomplishment of this great work.

1897. A committee was appointed to confer with the Pennsylvania Railroad relative to erection of a new Union Station; plans and locations of the proposed new Pennsylvania passenger station at Eleventh and Liberty streets were approved; the erection of a passenger station at Smithfield and Water streets by the Baltimore and Ohio Railroad Company was endorsed; and approval expressed on a proposition of the Pennsylvania Railroad Company to construct the Brilliant Branch from the Fifth Avenue station to points in the Allegheny Valley and on the West Penn Divisions; the Chamber urged legislation by Congress requiring the Interstate Commerce Commission to prepare and publish a classification of freight articles, rules, regulations and conditions of freight transportation, to be known as the "National Freight Classification"; and delegates were appointed to attend the Freight Commissioners' Association Convention at Washington, D. C.

1898. A bill in the State Legislature known as the "Anti-Scalping Act" was approved; the Bureau of Freight and Statistics (the Chamber's Bureau) was enlarged to be made more useful by compiling statistics concerning all branches of industries in the community; and bills to provide for immediate transportation of dutiable goods in bond, without appraisement, and to enlarge the powers of the Interstate Commerce Commission were approved.

1899. To assure the largest possible attendance of our citizens at the National Export Exposition at Philadelphia, the Chamber cooperated with the Exposition Committee on a plan to provide a special excursion, at low rates, to be known as "Pittsburgh Day."

1901. City Council was requested to further in every way the introduction of competitive railroads seeking admissions to our city, with specific request that every facility be given the Wabash Railroad, then knocking at our doors.

1902. To avoid difficulty and delay in delivering goods by railroad the members were notified that the railroad com-

panies had issued instructions to their agents not to accept shipments unless properly and plainly marked; the elevation of the tracks of the Pennsylvania Railroad on Duquesne Way and the removal of the tracks from Liberty street were approved affirmatively, on condition that the Railroad Company would give relative rights to other companies desiring similar occupancy of Duquesne Way for their purposes; on the question of elevated railroad lines on Duquesne Way it was the opinion of the Chamber that, should such line be built, every railroad now or hereafter entering the city should have the use of such line on equal terms with every other road and that in the building of such a road ample openings should be given opposite every street, and every interest of the public should be carefully safeguarded. The removal of the railroad tracks from Liberty street was strongly urged. A proposed change of grade of the Wabash Railroad Bridge over the Monongahela River from 80 to 70 feet on the North Side was approved; and an act of Congress granting to the Trans-Alaskan Railway Company certain lands and other grants was endorsed.

1903. The Pittsburgh Councils were recommended to use their best endeavors to induce the authorities of the Pennsylvania and Pittsburgh, Carnegie and Western Railroad Companies to agree on their respective rights of way.

1904. The adoption, by the railroads, of a system of interchangeable mileage books was favored.

1906. The removal of the railroad tracks from Liberty street, always urged by the Chamber, was effected July 1, 1906, by the Pennsylvania Railroad Company; efforts were recommended to secure abolition of excess charges of \$10 on mileage books issued by railroads; and a bill to make bills of lading uniform in all states was endorsed.

1907. Proposed increases in charges for handling freight were opposed as not justifiable at that time; recommendations were made that, should the Interstate Commerce Commission maintain that special commodity rates be abolished, additional classifications should be provided; notification was received from the Baltimore and Ohio Railroad Company that it was not feasible to establish better train service between

Pittsburgh and Huntington, West Virginia, which had been requested; and endorsement was voted on a bill setting up a State Railroad Commission, enforcing the use of electricity in all sleeping, passenger and parlor cars and fixing rates to be charged was approved.

1910. Advices were received that better facilities for exchange of freight between the Baltimore and Ohio and Pennsylvania Railroads would be provided at material reduction of cost.

1911. The rate of eighty-eight cents per ton on coal from the Pittsburgh District to the Lakes as compared with rates from other points, particularly West Virginia and Kentucky fields, was considered excessive and discriminatory, and it was understood that the matter had been referred to the Interstate Commerce Commission; a delegate was appointed to attend meetings of the National Industrial Traffic League and the Official Classification Committee in New York; a plan was made for extended Traffic Bureau activities to quote rates, trace cars and give advice as to claims and other detail traffic work, and a short time later it was reported that this plan had been carried into effect; at the Pittsburgh Exposition an instructive exhibit was displayed showing the evolution of transportation; the Pennsylvania Railroad was requested to change the time of the train leaving New York for Pittsburgh at 11:04 to 11:30 p. m., and the time of arriving in Pittsburgh from 9:05 a. m. to 9:15 a. m., or not later than 9:30 a. m., and on May 26, 1912, this change was put into effect.

1912. The rates on iron ore to Pittsburgh from the lower lake ports having been shown to be greater than those to competing points, and a request for a radical reduction having been refused by the railroads, manufacturers in the Mahoning and Shenango Valleys filed complaint with the Interstate Commerce Commission, which was endorsed; the passage by Congress of any legislation which would depart from the broad and equitable policy of permitting ships, irrespective of nationality, to use the Panama Canal was protested; complaint having been filed by one of the members of the Chamber with the Interstate Commerce Commission

to bring about reciprocal switching arrangements between the several carriers in the Pittsburgh District, the Traffic Department prepared a complaint for the complainant to secure extension of the switching limits to the borough line between Pittsburgh and Wilkinsburg, which was filed with the State Railroad Commission; class rates from Pittsburgh to Punxsutawney and on the Cambria and Clearfield Divisions had been reduced ten per cent. as a result of the Chamber's efforts; moral support was voted to the complaint filed with the Interstate Commerce Commission seeking general reciprocal switching arrangements in Pittsburgh between all lines; intervention was authorized in the petition of the Waverly Oil Company before the Interstate Commerce Commission so far as to petition the Interstate Commerce Commission to establish and put into effect tariffs providing for the interchange of interstate shipments between the several lines operating in the Pittsburgh District and to fix such rates as the Commission might find to be just and reasonable; after a number of conferences as to the forty-eight hour free time rule for the removal of inbound freight, assurances were received from the Railroad Officials that freight would be handled promptly in the future and a contemplated protest to the Interstate Commerce Commission was therefore not filed; reductions in freight rates on petroleum and its products between Pittsburgh and Jacksonburg, West Virginia, were secured; and a report was received showing that the railroads had changed the free time for incoming freight from ninety-six to forty-eight hours.

1913. Reduced freight rates were secured from the Pennsylvania Railroad on the Cresson Division, the Susquehanna Extension, the Bellwood Division, the Pittsburgh Division from Portage to Altoona and all points on the Tyrone Division; the railroads in the Official Classification Territory having requested, from the Interstate Commerce Commission, permission to advance freight rates five per cent., attention was called to the claim of the Pittsburgh shippers that prevailing rates on coal, coke and ore shipped into and out of the Pittsburgh District were excessive as compared with other districts and a thorough investigation

of these rates was urged with a view to having them fixed fair alike to the railroads and shippers; the duty of every member of this association to cooperate with the railroads, was emphasized, to prevent waste of car capacity and consequently car shortage, to reduce railroad operating costs by loading cars to the maximum capacity whenever possible, and by loading and unloading them as promptly as possible.

1914. Opposition was expressed to the four months limitation in the bill of lading for presentation of claims for loss and damage to shippers; recommendation was made to the President of the United States that there be appointed to one of the vacancies in the Interstate Commerce Commission a man from the northeastern section of the country; the decision of the Interstate Commerce Commission on the switching complaint in which the Chamber was intervening was reported in line with the ideas of the Chamber and the Committee on Transportation and Railroads was requested to see that the decision was complied with; at a special meeting of the Chamber it was resolved vigorously to protest, at a hearing to be held by the Interstate Commerce Commission, against any change in the present custom and practice of switching and spotting cars on private sidings which had developed from long established commercial usage; a bill to amend the Act to regulate commerce, providing that any carrier may be required to switch freight to and from points on its line or terminals, when such movement is a part of interstate transportation, under such conditions and compensation as will be just and reasonable, and another bill providing for amendments to bills of lading, were heartily endorsed and their enactment urged upon the President and Congress; protest was made against the passage of the carriers' liability bill, in the form introduced, with a recommendation that the provisions relative to carriers' liability be dealt with as a separate question, providing this legislation is necessary for special interests; request was made to the Interstate Commerce Commission and the Pennsylvania Public Service Commission to suspend certain tariffs affecting switching charges, pending an investigation as to the reasonableness of the rates, provided the Pennsylvania Railroad does not volun-

tarily withdraw such tariffs; a decision by the Interstate Commerce Commission in the Los Angeles case supported in principle the contention of this Chamber in the matter of a charge for switching and spotting carload traffic on privately owned side tracks; the Interstate Commerce Commission denied the Chamber's request for suspension of certain Pennsylvania Railroad tariffs, requesting the Pennsylvania Public Service Commission to cancel the same and the Public Service Commission had ruled in accordance with the desire of the Chamber that the tariff referred to could not become operative on carload traffic; and the Baltimore Chamber of Commerce was supported in its efforts to induce steamship lines to make Baltimore a port of call, rates being lower between Baltimore and Pittsburgh than any other Atlantic Seaport.

1915. Carriers in Official Classification Territory having proposed an advance on rates on live stock, the Chamber opposed this and authorized an effort to secure a suspension of the increase, pending investigation as to their reasonableness.

1916. Protest was filed with the Interstate Commerce Commission on proposed advances in rates on bituminous coal from the Pittsburgh District to points in Central Freight Association Territory, the proposed rate being considered unjust and discriminatory against mines in the Pittsburgh District; on a suggestion that freight houses be closed at an earlier hour than 5 p. m., it was recommended that the existing time be retained; recommendation was made to the Interstate Commerce Commission, after conferences with the railroads, that it is essential that our railroads be placed in a strong financial condition to meet the rising cost of labor and material and afford adequate facilities to the public and to the government during the war and that a proper increase in all freight rates become effective without making the usual suspension, but subject to such investigation and order as the Commission may hereafter decide to make, and a representative attended the hearing in Washington in support of this action.

1917. Opposition was voted against a bill to prohibit carriers from charging higher rates for shorter than for longer distances over the same line, and to take away from the Inter-

state Commerce Commission the power of permitting carriers to make higher rates for shorter than for longer distances; unanimous approval was given to resolutions pending in the State Legislature on a bill introduced in Congress on the subject of the full crew law, providing that the act shall not be enforced during the time the government of the United States is engaged in war with a foreign government, or for a period of six months after the close of the war.

1918. The Chamber pledged its support to assist in any way, in order that the government might secure prompt movement of troops and supplies for the successful prosecution of the war; an amendment to the bill providing for the operation of transportation systems while under Federal control was recommended, to provide that shippers might route freight over any inland canal or coastwise waterway, a part way by rail, and that freight routed part way by water and part by rail shall be charged only waterway freight for the water haul and a proportionate through rail-rate over the rail-haul.

1919. Recommendation was made that the President and Congress be urged, through the Chamber of Commerce of the United States, to secure enactment of remedial legislation that will permit early return of the railroads to their owners under some modified plan of control that will safeguard their interests as well as those of the employees and the public; on Referendum No. 28 from the Chamber of Commerce of the United States, on remedial railroad legislation, affirmative votes were recommended on eight questions, and two questions were opposed.

The questions favored provided for return of the roads to corporate operation as soon as remedial legislation could be enacted; that Federal control be adhered to unless remedial legislation were found impossible; that permission be granted for consolidation, after government approval, in a limited number of strong competing systems; that railroad companies engaging in interstate commerce become Federal corporations; that exclusive Federal regulation of capital expenditures and security issues of railroads engaged in interstate commerce be provided; that intrastate rates affecting interstate rates be subject to Federal regulation; that rates in

each traffic section shall yield an adequate return on a fair value of property; and that a Federal Transportation Board promote development of a national system of rail, water and highway transportation.

The two questions opposed provided for Federal regulation of capital expenditures and security issues of railroads engaged in interstate commerce, and that payment be made into a fund of a share of the excess earned by any railroad system under the above rule over an equitable minimum return upon a fair value of property, this fund to be used as Congress directs for strengthening railroad credit and increasing efficiency.

The reestablishing of the off-line offices by railroads upon the former basis, as early as possible, was recommended since the war emergency which caused their closing no longer existed; the Chamber, having placed itself on record as opposed to government ownership of railroads, as well as strongly condemning the provisions of the Plumb Bill, reserved its decision as to the return of the roads to their owners until some efficacious method be devised for the needed protection and conservation of the most essential and greatest public service existent in this or any other country.

1920. Attention was called to the critical situation in regard to the railroads, due to shortage of cars and power, and closing of industries and public utilities for lack of fuel and other material, and the need of legislation to protect the interests of the owners of the railroads, employees and the public; to enable railroads to secure credit and obtain supplies and facilities to efficiently move the growing commerce of the country and the necessity for prompt action by Congress was urged in order that executives of the railroads might begin immediately upon a program for additions and betterments; in view of the return of the railroads to corporate control on March 1, 1920, recommendations were made: That the provision of the Cummins Bill for a Transportation Board and the compulsory consolidation of railroad systems be stricken out; that provision be made for government guarantee to all railroads for six months after ending Federal control of net operating income equal to standard return; that carriers' indebtedness to the government be ex-

tended for capital expenditures for a period of from ten to twenty years; that a rule be adopted providing that the carriers be allowed to earn a net operating income of six per cent.; that the Interstate Commerce Commission regulate the issuance of railroad securities; that provision be made for the institution of suits for loss or damage within the period of two years and that this action be placed before the Conferees and Senators and Representatives from this district; the Director General of Railroads having caused to be published certain tariffs on goods for export, naming class and commodity rates, effective in December, under which injustice and discrimination against shipments to the same points for domestic use would result, the Chamber declared itself opposed to such rates and asked that they be withdrawn without delay. Copies of this action were sent to Senators and Representatives, to the Interstate Commerce Commission, and to traffic officers and railroads; opposition was expressed to the continuance of the American Railway Express Company as the only express company; at a special meeting held to consider the situation created by the strike of railroad employees, which was unauthorized by the unions and in violation of their contract and the Federal statutes, and which was interfering with the distribution of food, clothing, fuel and the United States mail, as well as throwing thousands of workers out of employment, it was recommended that the Chamber call upon the President and the Senators and Representatives in Congress, to take immediately such action as might be necessary to have normal transportation resumed and that the Governor of Pennsylvania and the Sheriff of Allegheny County and the Mayor of Pittsburgh be requested to issue proclamations calling on the officers of the law to maintain law and order;

The Chamber opposed the passage by Congress of an act which would provide for any different rates on any commodity during one season from those applicable in the remainder of the year, certain interests in the Central West having started a movement for seasonal rates on coal and coke;

The Interstate Commerce Commission having reopened the question of intermountain and transcontinental rate cases,

to give trade organizations an opportunity to express their views, and finding that the plan contemplated an increase in rates from Pittsburgh and other eastern cities, while more western cities would remain the same, the Chamber opposed the widening of the differential relationship in these rates;

Certain questions were received from the Republican National Committee on railroad problems, and it was recommended that these questions be sent also to the Democratic National Committee in order that they might express themselves on the subject. On the question as to the desirability of railroads being required to make physical connection of their lines with the terminals of carriers by water at seaboard, the lake, river and canal ports, the Chamber answered "Yes," agreeing also that it was practical to enforce such requirements and that the government should regulate the rates of domestic carriers by water, as it does those of the railroads;

Increases of approximately thirty per cent. in freight rates were favored provided that the differential relationships be maintained and that the flat advances made on coal, coke, iron ore, stone, sand, gravel, brick, cement, etc., under General Order 28 be taken into consideration;

A proposition of the American Railway Express Company for an increase in its rates was, on account of the steadily advancing cost of labor and material and the need of adequate express service, approved by the Chamber with the stipulation that the increase should be such as the Interstate Commercial Commission might find reasonable and necessary in the premises;

On the question of the existing railroad strike and the resulting conditions, it was resolved that the Chamber urge upon the Railway Labor Board the imperative need of prompt action on the wage question and, after investigation, persons found guilty of conspiracy should be prosecuted to the extent of the law; that a final effort should be made to induce the disaffected men to resume their duties, failing which all citizens be called upon to cooperate in securing men to assist in transportation and that on failure of this, the national government, the state, and the municipalities be called upon to supply the men necessary to perform essential duties and afford them protection. The Chamber also pledged its in-

fluence toward supporting all authorities in the enforcement of action taken and copies of this action were sent to the Railway Labor Board and all the authorities interested. Many railroad workers having deserted their brotherhoods and their posts of duty and refused to submit their demands for increased wages to the United States Labor Board, the Chamber pledged its support to loyal workers who have continued in or returned to their work and submitted their demands to the Railway Labor Board;

On a communication received from the Chamber of Commerce of the United States, relative to compensation due the railroads by the Federal government, calling attention to the deficits accruing during the guarantee period and the serious situation of the railroads, owing to this delay, some of them facing strikes because they could not give back-pay or maintain their equipment and facilities, the Chamber concurred in the resolution of the National Chamber urging that a way be found quickly for making immediate payments of the government guarantees.

1921. Rail transportation carriers having appeared before the United States Transportation Board in behalf of abrogation of war-time national agreements regarding working conditions, the Chamber endorsed the application of the carriers on the ground that many railroads are not now earning operating costs and are left without funds for their fixed charges, also that with declining wages, industry and agriculture, the solvency of the railroads must be assured by reduction in operating costs and not by further advance in rates; repeal of the war taxes on transportation charges effective December 31, 1921, was favored, the existing high costs being a restriction of the flow of commerce and the revenue obtained from this source being greater than was contemplated when the act was passed; on the question of freight rates from Pittsburgh to Virginia cities the Chamber declared that these rates should be no higher than those from Buffalo, Rochester, and Syracuse, N. Y.

1922. One thousand dollars was appropriated for the employment of special counsel to represent the Chamber at hearings before the Interstate Commerce Commission on an investigation into the reasonableness of class-rates between

points in the Central Freight Association, Buffalo-Pittsburgh, Trunk Lines, New England, Carolina, southeastern and Mississippi Valley territories; the action of the President of the United States in vigorously opposing any attempt by force to interfere with interstate commerce was endorsed, certain classes of railroad workers having seen fit to cease work in disregard of the orders of the Railroad Labor Board.

1923. Opposition was voted to bills in the State Legislature seeking to re-enact the Full Crew Law in connection with railroad transportation, to limit the length of railroad trains, to prohibit the use of railroad passes by officers or employees of the railroad except on railroad business, and to regulate the construction of caboose cars; regret was expressed that the Pennsylvania Railroad Accounting offices, then in Pittsburgh, were to be transferred to Philadelphia, and it was suggested that the company, if possible, reconsider its decision; demands having been made in some sections of the country for a repeal or amendment of certain provisions of the Transportation Act of 1920, it was urged that no change be made in this act or that any act be passed denying to the railroads a proper valuation of their properties or a fair return thereon; the Chamber intervened in the complaint of the Pittsburgh Coal Producers' Association against freight rates on lake cargo coal which were discriminatory against Pittsburgh. The Interstate Commerce Commission was petitioned to broaden its order for an investigation then in progress to include switching in the Pittsburgh Terminal District; and a special committee appointed to inquire into the proposed removal of the Purchasing Department of the Pennsylvania Railroad Company from Pittsburgh, which committee reported that a broad view of railway conditions warranted the belief that the move was not detrimental to and would react favorably on Pittsburgh.

1924. The Chamber voted in favor of the fourteen questions in Referendum No. 43 from the Chamber of Commerce of the United States on the subject of transportation providing that the National transportation policy should aim at development and maintenance of an adequate system of rail water and highway transportation with full cooperative service of agencies that will contribute to economy and efficiency.

Highways



WILLIAM E. SCHMERTZ
1887-1891

AS a most important and essential factor in our country's development and safety, good roads have long been emphasized and advocated by the Chamber.

1882. The need for good roads was first brought to the attention of the Chamber in an address delivered before the members when the suggestion was made that if we had only two hundred miles of good roads in Allegheny County the

value of homes and lands would be enhanced, the convenience and pleasure of citizens vastly increased, and transportation and commerce between cities and townships would be greatly facilitated. At that time, probably, there was not a mile of passable road for the horse-drawn vehicle in Allegheny County that was not owned by a private corporation, which charged as large a toll as the traffic could stand. Today there are 516 miles of good surfaced roads in the county, which have been constructed at a cost of \$20,000,000.

1891. A Roads Congress was held under the auspices of the Chamber in the lecture hall of the Carnegie Library of Allegheny, to consider the most practical and intelligent manner of improving the public roads of the United States.

1895. Delegates attended a meeting of the convention of the Ohio Road Improvement Association held in Cincinnati.

1903. The Chamber was represented at the National Good Roads Association convention in St. Louis, which was attended by a large number of delegates from all parts of the United States, Mexico, and Canada. Government co-operation in the building of good roads was urged. Among the provisions made by various states for construction and

maintenance of roads, Pennsylvania was found to be the highest, with an appropriation of \$6,500,000.

1904. A resolution was adopted protesting against the use of Grant Boulevard for purposes other than vehicle traffic, and calling upon Councils to defer action until public sentiment could be ascertained and provisions shaped to secure the city's interest in the matter of compensation.

1912. Delegates attended the third American Good Roads Congress at Cincinnati.

1913. An amendment to the constitution of Pennsylvania, authorizing an election to vote upon a State bond issue of \$50,000,000 for improvement of highways was approved; delegates were sent to the convention of the Pennsylvania Motor Federation at Harrisburg, to agitate favorable action by voters upon the road bond issue of \$50,000,000, and at a subsequent meeting, October 9, reconsidered its action and opposed the proposed bond issue, because the existing road law, which provided for improvement of roads out of current tax revenue, in cooperation with the counties and townships, was considered a good law, and adequate for the requirements. The proposed plan was also considered financially improvident, unwise, and wasteful of the State's revenues. On October 27 the Chamber, at a special meeting, rescinded its action opposing the bond issue amendment and reaffirmed its approval of the proposed amendment to the constitution.

1914. Delegates were sent to the fourth American Road Congress at Atlanta; at the instance of the Lincoln Highway Association the authorities of the city of Pittsburgh were requested to have the Lincoln Highway through Pittsburgh properly marked, and the agent of the Chamber later reported that the route of the Lincoln Highway through Pittsburgh had been selected.

1916. The Chamber opposed the opening of Thomas Boulevard because the cost involved would be greater than the possible benefits; the Chamber appointed committees to take up with the County Commissioners the procuring of requisite legislation to begin and complete the South Hills

Tunnel, and in this quest to cooperate with the various boards of trade; legislation was advocated to promote the early construction of the Monongahela Boulevard (now the Boulevard of the Allies), and the widening of Water street from Grant street to the Point to a width of sixty feet, was approved.

1919. The State Highway Department was requested to assure the practicability of the William Penn Highway from the easterly line of the borough of Wilkinsburg and passing through Murrysburg, Blairsville and Ebensburg to Harrisburg, and to designate it as No. 187;

Owing to the deplorable condition of the Lincoln Highway, because of constant use, improvement of the William Penn Highway to give two routes was declared essential;

The Perry Highway Association was assured of the Chamber's aid, support and influence, to the end that the Perry Highway might in reality come into existence, reaffirming similar action taken in 1915;

The attention of the governor and members of the State Legislature was invited to the necessity for immediate commencement of active work on state highways;

The establishment of motor truck service in rural localities was favored;

The State commissioner of highways was requested to provide a proper detour at Ligonier and to require road contractors to provide better detours at other places;

The Good Roads Committee was instructed to formulate a program for a proper State appropriation of money for western Pennsylvania roads;

A bill in the United States Senate for appointment of a Federal highway commission was approved;

Coördinated power and action for welding all the transportation facilities of the country into a unified national transportation system was favored.

1920. Recommendations were made to the State Highway Department that the road building policy or program of the State should be restricted with a view of conserving the

funds for an entire highway system at something approaching estimated costs;

Protest was made to the State on discriminations in apportionment of highway improvements; letting contracts at abnormally high prices without competitive bids; letting contracts beyond funds actually available; the letting of contracts on only one bid; cancelling all contracts beyond funds actually available; contracts on links between inter-state highways were preferred; the repairing and maintenance of existing improved roads for needs of traffic, together with the need for more attention in improving dirt roads until they could be hard-surfaced, were suggested;

The State Highway Department was requested to get the detour at Darlington, Beaver County, into good condition and maintain it until the main road was improved;

The Allegheny road department was commended for its campaign against overloading trucks, as detrimental to the roads and a hazard to the drivers and other users of the roads;

The immediate repair of the Frankstown Road in Pittsburgh was urged;

The State Highway Department was requested to furnish a list of all new roadway construction under way, with mileage, when started and probable date of completion, also copies of all bills pertaining to State highways and roads;

The Chamber urged upon the County Commissioners the policy of postponing the vote on the proposed county bond issue of \$35,000,000 for bridge raising, road improvements, etc., from the fall election of 1920 to an election in the spring of 1921, to which proposal the Commissioners assented;

The city Council's committee on public works was commended for its promptness in ordering an investigation of the causes of the slide in Bigelow Boulevard; and

Approval was given to the Pittsburgh-Hookstown route of the Lincoln Highway to East Liverpool, Ohio, as a change from the north side of the Ohio River.

1921. The Chamber reaffirmed its approval of the plan of the city Council for the construction of the Boulevard of the Allies; and

Endorsed the Townsend bill establishing a national highway commission;

The Chamber called attention of the State Highway Department to the dangerous speed of motor cars and trucks over the State highways, and the overloading of trucks;

Recommended to the finance committee of the Pittsburgh Council that \$100,000 be included in its appropriations for the building of sidewalks on certain properties;

Expressed disapproval of the item of \$7,500,000 for road improvements in the proposed county bond issue, believing that \$5,000,000 would be abundant; but action was reversed and the issue approved by the Chamber because the ballots had been printed and all arrangements made for the election;

The major street plan of the Citizens' Committee on City Plan of Pittsburgh was approved.

1922. A measure to provide a site for a camp for automobile tourists in the city of Pittsburgh was approved (since completed);

The governor and State highway authorities were urged to let contracts for the improvement of the William Penn Highway between Murrysburg and Wilkinsburg;

A project to construct an improved roadway running through the entire length of the Saw Mill Run Valley, together with the development of playground, park and recreational facilities, was endorsed;

Immediate improvement of the State road between Beaver, Pa., and the Ohio state line was urged;

The commercial advantages of the Perry Highway were reaffirmed;

Pittsburgh Council was requested to cause to be repaired and widened that section of East Carson street, between Twenty-fourth and Thirty-sixth streets;

The improvement and repaving by the city of Duquesne Way wharf, to afford parking space for automobiles, trucks, etc., was initiated by the Chamber.

1923. The Good Roads Committee reported that the improvement of the state highway between Beaver, Pa., and East Liverpool, Ohio, was proceeding, and that work was in progress on the construction of another route between Pittsburgh and East Liverpool by way of Imperial, Clinton, and Hookstown, which would shorten the intercity distances five miles;

Also that it had advised the State Highway Department that the Chamber of Commerce of Pittsburgh was ready and willing to cooperate in all improvement of highways in western Pennsylvania;

A bill in the Pennsylvania Legislature to license all trucks and passenger carrying vehicles operating on state highways was endorsed, and another bill providing for the repeal of the public service commission act was opposed;

The construction and completion of the William Penn Highway from Mundy's Corner, Cambria County, to the West Virginia state line was urged;

The attention of the State Highway Department was called to the condition of the Lincoln Highway from Bedford to Pittsburgh;

The proposed State bond issue of \$50,000,000, for state highway purposes, was opposed; the people of Allegheny County by an overwhelming vote sustained the Chamber; the State at large authorized the issue, but the courts later declared the measure to be unconstitutional.

1924. The county bond issue of \$29,207,000, for the raising of bridges, construction of new bridges, purchase of other bridges, construction of new county roads and highways, repairs to those already constructed, and other public improvements, was approved after a conference between the County Commissioners and the board of directors of the Chamber, as a result of which the commissioners amended the form of the proposal on the ballot, and gave pledges in writing as to the manner in which the proceeds of the issue should be expended; on recommendation of the Good Roads Committee, the Chamber approved cooperation by Allegheny, Butler, Beaver, Lawrence, Mercer, Crawford and Erie counties to promote the completion of the Perry Highway, and three members of the Good Roads Committee were appointed to serve on a joint committee of nine representing said counties.

Aerial

When the airship entered the transportation field it was but natural that the Chamber of Commerce should be deeply interested. To many of its members the story of Langley, who had come to his leadership in the scientific world while a resident of Pittsburgh, was familiar, nor was it forgotten that it was another Pittsburgher, Calbraith Perry Rodgers, who had first shown that it was possible to fly across the continent. Consequently there was a quick response from the Chamber when the practical air-men of the city in 1922 asked for help towards making Pittsburgh an airport. A special committee devoted much time in a survey of the Pittsburgh district for a suitable field, and when its labors were ended the Chamber approved its report and placed the subject in charge of the Transportation Committee, rightfully arguing that travel by air was but a development of travel by water and by land. Through this committee the Chamber endorsed the location of the field at Hoboken and joined with the Aero Club in interesting the city and county officials in the project. It was necessary to secure special legislation from the State to provide for a coordination of city and county powers, and this being accomplished the Hoboken field, after its approval by the Aerial branch of the United States Army, was purchased, christened Rodgers Field, and the link of preparing it for use was begun. Local objections to the selection of the site culminated in a suit to restrain the county commissioners from purchasing the ground. The Common Pleas Court decided that the commissioners had acted within their powers, and the Transportation Committee's three year fight has been brought to a successful conclusion.

Lake Erie and Ohio River Canal



GEORGE A. KELLY
1891-1895

THE Chamber of Commerce originated the movement for the construction of this canal from the confluence of the Beaver River with the Ohio to a point on Lake Erie near Indian Creek, a short distance west of Ash-tabula, Ohio. The first action taken by the Chamber on this important waterway was:

On April 29, 1889, when the Chamber requested the Senators and Representatives from Allegheny County to use their influence to secure the passage of an act by the legislature providing for an examination and report of the advisability of a canal connecting the Ohio River and the waters of Lake Erie.

On April 20, 1891, the Chamber recommended the printing by the State of Pennsylvania for proper distribution by the Canal Commission appointed under authority of a joint resolution approved May 8, 1889, of an edition of at least 3,000 copies of the Commission's report rendered to the legislature, together with all maps and diagrams.

On December 27, 1892, a special committee was appointed to proceed to Harrisburg and urge upon the legislature the adoption of a joint resolution calling upon Congress to provide for the examination of the Lake Erie and Ohio River Canal which was favorably reported upon by the State Commission in 1891 and to ask the legislature to provide a fund for the printing and distribution of the report and plans of the Canal Commission. At the same time hearty endorsement was given to a plan for the holding of a convention for the promotion of the project.

On May 7, 1894, on recommendation of the Committee on Rivers and Harbors, a resolution was adopted recommending the appointment of a provisional committee composed of

representatives of the mercantile, manufacturing and river activities to promote interest in the construction of the proposed Lake Erie and Ohio River Ship Canal. That Committee expended \$50,000 in investigating and furthering the construction of the waterway by private capital.

On June 11, 1894, the Chamber approved a full and comprehensive report from its Provisional Committee on the Lake Erie Ship Canal recommending the construction of a canal from Lake Erie to the mouth of the Beaver River and recommending the appointment of a committee to carry out the purposes laid down in the report.

On January 21, 1895, a committee was appointed to visit the Cleveland Chamber of Commerce for the purpose of advancing the interests of the canal.

On March 11, 1895, a resolution was adopted approving the work of the Provisional Committee on the Lake Erie Canal as far as it had proceeded up to this time. Ohio, West Virginia and Pennsylvania being vitally interested jointly in this canal, conventions were held in various cities of those states to discuss this project.

On April 13, 1896, a special committee which had visited Washington in behalf of the canal reported the results of a conference favoring the act of incorporation. Report was also made on a hearing to be held on the canal question before the Ohio legislature at Columbus and a delegate was appointed to attend the hearing.

On April 27, 1896, report was made that the act pending in the Ohio legislature defining the rights and privileges of canal companies to prosecute work in the State of Ohio had been unanimously passed in both Houses.

On June 15, 1896, the members of the Chamber were recommended to aid the Provisional Committee by subscriptions of funds and personal effort to raise a sum sufficient to enable the Committee to meet its obligations and publish its report, and \$10,000 was subscribed for that purpose.

On June 17, 1898, the report of the Provisional Committee having been published and its work fully accomplished, the Chamber took charge of all the books, papers and records of the committee, which was discharged with thanks.

On January 5, 1899, a special committee was appointed

to go to Washington to urge the granting of a charter for the Lake Erie and Ohio River Canal Company.

On October 3, 1910, the Trade and Commerce Committee of the Chamber was requested to cooperate with the mayor of the city and the Lake Erie and Ohio River Canal Company in securing such legislation as would permit the building of the canal in the near future.

On October 20, 1910, the Chamber approved the Trade and Commerce Committee's report on cooperation with the mayor and the Canal Company, including a recital of the part taken by the Chamber in inaugurating this great project in 1894 and in securing a preliminary survey of the proposed route of the canal.

On November 28, 1910, the mayor met with the directors and stated that he desired cooperation in work on material problems before the city which included Greater Pittsburgh and the Lake Erie and Ohio River Canal.

In December 1910, the Lake Erie and Ohio River Canal Association was organized in the rooms of the Chamber of Commerce for the purpose of building the canal with public contributions principally from the counties in the canal district, supplemented by State and National aid.

On March 12, 1914, the Chamber adopted strong resolutions endorsing the canal and requesting the governor of Pennsylvania to appoint a Canal Board, which was done.

From 1911 to 1924 the Canal Committee of the Chamber did much important work towards securing favorable legislation in Pennsylvania, Ohio and West Virginia, \$175,000 was appropriated by Pennsylvania and the governor appointed a new canal board, three members of which were members of the Chamber of Commerce.

As a result of these activities the project was brought to the attention of Congress and an act, passed by that body, authorized an investigation by the War Department of routes for a canal to join Lake Erie with the Ohio River. Three suggestions have been submitted to the War Department for investigation, *viz.*, Route No. 1, known as the Pittsburgh route, from the mouth of the Beaver River, near Rochester, Pa., to Lake Erie, a distance of 101 miles; Route

No. 2, the Portsmouth-Sandusky route, 245 miles, and No. 3, the Cincinnati-Toledo route, 249 miles.

The War Department will report to Congress at an early date as to the most feasible, practicable and economical route, which requirements Pittsburgh believes will all be met in Route No. 1.

Flood Commission

The Flood Commission of Pittsburgh was organized by the Chamber in 1908 to undertake a complete investigation of the problem of flood prevention and protection for Pittsburgh. As originally appointed the commission consisted of seven members with power to add to their number, and seven of Pittsburgh's prominent engineers promptly accepted membership. As the investigation developed it became evident that the flood problem was not peculiar to Pittsburgh, but had a direct bearing upon the flood troubles of other communities, and it was soon realized that the entire valleys of the Allegheny, Monongahela and Ohio river could be benefited by the construction of storage reservoirs and that flood relief must be looked upon as a state and national problem. The Chamber contributed an adequate preliminary fund, and eventually a total of \$124,000 was collected for the work from property holders in the flood district, the city of Pittsburgh, the county of Allegheny and membership contributions. The Commission has been functioning continuously since its organization, and its work has attracted national attention, many of its methods having been followed in other localities. A complete survey has been made of the available sites for dams for the impounding of waters at the heads of streams in the Monongahela and Allegheny water sheds, and these activities have brought about a complete reorganization of plans for the prevention of floods.

Street Railways



JOHN B. JACKSON
1895-1896

MORE serviceable and adequate street railway facilities between work and home have been the continuing effort of the Chamber of Commerce.

1891. Proper safety appliances as necessary equipment were insisted upon.

1898. Free and unlimited grants of street franchises were disapproved, these being valuable assets held by the city as a trust for the people.

1903. Speedy relief from the discomfort and inconvenience of city street car service was requested of the Pittsburgh Traction Company. The company stated the cause as insufficient power and not enough cars and the Chamber suggested that temporary relief would be available in completion of downtown loops with a larger power supply. Larger cars and more of them, more frequent service, trains of cars and a system of stations were also suggested.

1904. The Chamber opposed an attempt to lay street car tracks on Grant (now Bigelow) Boulevard.

1905. Legislation to permit the use of the boulevards by traction interests was opposed.

1906. The Chamber urged more adequate ventilating appliances and the employment of "jacks" as emergency resorts in accidents with proper instruction in their uses by street car employees; protested to Councils against granting franchises in perpetuity for the use of city streets; opposed a pending bill to permit the carrying of freight by trolley cars; appointed a rapid transit committee comprising representatives of the Chamber of Commerce, the American Society of Engineers, the real estate interests and the Merchants' and Manufacturers' Association to investigate rapid transit facilities in Pittsburgh and suggest plans for their improvement; the

Governor of Pennsylvania was requested to approve legislation abolishing the night ten-cent fare on Pittsburgh street car lines; suggested systems of interurban street car lines within the Pittsburgh sector were approved; the relief of street car congestion by establishing through or interurban runs from the eastern to the western limits of the city and from its northern to its southern limits was suggested.

The study, consideration and investigation of a proper solution of Pittsburgh's transit problem was continued for a number of years. The survey by Bion J. Arnold, Chicago Traction expert, and examinations of subway possibilities by John P. Fox furnished much information. The subway has always been favored by the Chamber.

1913-1914. Cooperation with city authorities procured legislation necessary to secure trolley terminals and better market facilities; a subway loop in the downtown district was urged by the Chamber, at the instance of its Transit Commission, in the belief this could be accomplished without impairing the city's borrowing power if the tunnel could carry the pipes, conduits, telegraph-telephone wires, light, heat, power and gas lines from which returns could be obtained as well as from the railways which use it; the Chamber fought proposed trolley legislative bills seeking six-cent fares, exclusive franchises, the purchasing or leasing by the city of a portion of the transportation system unprofitable to the operating companies without condemnation proceedings to determine the true value thereof; exclusive franchises for traction companies and other public utilities; expenditures of unlimited sums of money for subways and pipe galleries in districts not needed; and those which were passed by the Legislature were vetoed by the governor, at request of the Chamber.

1916. The Chamber was influential in composing the differences between street car operators and the company, thus avoiding a threatened long strike; a city ordinance granting the Pittsburgh Railways the right to establish a transfer line between the Allegheny County Court House and North Avenue, Allegheny, as greatly benefiting residents of Pittsburgh, was approved, and city authorities were urged to establish a one-way traffic line on Penn and Liberty avenues, from the downtown end of the city, with cut-outs at Thirty-

first and Thirty-second streets, or where otherwise found advantageous.

1917. Proposed advances in street car fares were opposed by the Chamber unless ordered by the Public Service Commission of Pennsylvania; formal complaint was filed with the Public Service Commission of Pennsylvania against the Pittsburgh Railways Company, to secure better service, to have the fair valuation of its property determined and the reasonable capital charges ascertained, so that this district might have the transportation service necessary for proper growth and development.

Prompt and vigorous attention to the problem of street car service was urged in order to maintain the proper standing of Pittsburgh among the cities of the country and the suggestion was offered that Allegheny county be given power by legislation to acquire by lease, purchase or condemnation, any or all of the street railways and interurban lines in the county and to operate or lease the operation thereof, to abandon any of them, to acquire or build new lines or extensions of old lines and to build or lease power houses and all other accessories to a complete installation and operation of a transit system and to finance all of the above by bond issue or otherwise.

The mayor and Council were requested not to commit the city hurriedly to the construction of a downtown subway without first studying the interference of such subway with future rapid transit plans, also to see if the widening of a number of downtown streets and shifting some of the street car lines to these streets, would not be a better solution of the problem, or whether a subway loop would be preferable to an elevated loop, and legislation was again urged to permit the Public Service Commission to determine street railway rates.

1920. It was urged that immediate steps be taken to place the street car service on a practical working basis, since, while the fare was one of the highest in the country, owing to the small number of cars in operation and the deterioration of equipment, the situation was growing worse with no visible signs of early improvement, especially as the municipal authorities, the company, and financial interests seemed to have "reached a deadlock."

Traffic Relief

On June 16, 1924, the Morse-Burchfield Transit Relief Plan was referred to the City Planning Commission with the recommendation that it should ask the cooperation of all interests that the plan might affect in order that when a conclusion is reached it may be one that will co-ordinate all interests affected and avoid delays in securing improved conditions in the moving of traffic in our city.

Bridges



JOHN BINDLEY
1896-1902

A FEW MONTHS after its organization the Chamber is found taking action on a bridge. The building of a bridge at the Point was proposed and the Chamber promptly asked for the plans. It is peculiar that in 1924 a new Point bridge is under discussion. The records show that the Chamber had some bridge question under discussion almost all the time.

1875. A concern known as the Point Bridge Company having secured a charter and permission of the city Councils to construct a bridge at the point, the Chamber requested that Company to furnish information concerning its spans and height.

1877. The attention of the owners of the Smithfield street bridge was called to the fact that during high water the bridge was an obstruction to navigation.

1880. The great advantage to the coal and other shipping interests of the reconstruction of the Smithfield street bridge was again suggested by the Chamber.

1882. The bill pending in Congress as a substitute for the old Ohio River bridge law was endorsed; the Chamber of Commerce and the Pittsburgh Coal Exchange adopted a joint resolution urging upon Congress the passage of a river bill that would compel a wide channel span and a high clear way for the maintenance of safe and cheap transportation; and the raising of the Smithfield street bridge to a height of twenty feet above the old structure, recommended.

1883. The right of bridge companies to rent "tying-up" privileges to boat operators, as contemplated by a bill in the Pennsylvania Legislature, was vigorously opposed; and on recommendation of the Chamber the height of the Wheeling and Harrisburg Company's bridge over the Ohio River at

Wheeling was established at ninety feet and the width of the channel span at five hundred feet.

1884. A plan to erect a city bridge over the Monongahela River at South Twenty-second street was approved, but the time was considered inopportune because of the depressed condition of city finances; a protest of the citizens of Palatine, West Virginia, against the construction of a railroad bridge across the Monongahela River near that town, was endorsed; the erection of a railroad bridge over the Mississippi River near Memphis, Tennessee, was approved, providing certain changes in heights and widths of spans were made.

1886. Congressional action contemplating a reduction in the height of bridges crossing the Ohio River, from fifty-three to thirty-five feet above high water, with other modifications detrimental to the interests of navigation, was opposed.

1890. The projected bridge over the Hudson River at New York City to give direct rail connection to the heart of the city was approved.

1894. The Chamber concurred in the action of the South Side Board of Trade in memorializing the Pittsburgh Councils to erect a bridge over the Monongahela River at South Twenty-second street, a project the Chamber had endorsed first in 1884.

1902. Protest was made against the raising of the bridges over the Allegheny River between Pittsburgh and Allegheny City; the bridges over the Allegheny and Monongahela Rivers as constructed were regarded as obstructions to safe and convenient navigation and inimical to public welfare; and the elevation of the bridges in the Allegheny and Monongahela Rivers was again opposed.

1908. The Chamber requested the city authorities to present to the attorney general of Pennsylvania and the proper court of Allegheny County the question of the rights and powers of the bridge companies and the securing of authority to condemn all the bridges with a view to freeing them from toll as expeditiously as possible; and the construction of a bridge over the Allegheny River at the site of the old Union Bridge was endorsed.

1909. Protest was made against the passage of an ordinance by City Council authorizing an election for a bond issue of \$1,800,000 for the construction of a bridge over the Allegheny River from the North Side to Eleventh street, because the existing bridges were sufficient for traffic requirements at that time; bills prepared by the Chamber were introduced in the Legislature authorizing the purchase or condemnation of public toll bridges by counties and municipalities, jointly or separately.

1910. The Committee on Free Bridges reported that until the heights required of the bridges over the Allegheny River were ascertained no action was possible by the Chamber; the raising of the bridges over the Allegheny River to a height of forty feet above pool level was approved, but at a subsequent called meeting that action was rescinded; the purchase of the Seventh street bridge and subsequently all of the others by condemnation proceedings, and the action taken by the county and municipal authorities thereon, was approved; endorsement was given to a proposition of the County Commissioners to construct a free bridge from Lower Allegheny to McKees Rocks, and the County Commissioners decided to free the bridges by condemnation and provided for payment by means of a bond issue, which action received the endorsement of the Chamber.

1911. The Chamber advocated the Shingiss-Forbes street-Haberman avenue route for the proposed South Hills bridge and tunnel project, carrying the two-tube plan of construction, also suggesting a toll charge upon possible street car use of the tubes, together with a bond issue to provide the necessary funds.

1912. The proposed construction of the Liberty highway bridge over the Monongahela River by a private company was opposed.

1913. The early opening of the Manchester bridge was urged.

1915. Protest was made against restoration of obsolete and burdensome toll collection on city thoroughfares, as sought in a bill introduced into the State Legislature.

1916. Directors of the Chamber inspected the bridges over the Allegheny River, together with their piers, heights,

relation to navigation and all points involved in question of raising them.

1917. Representatives of the river interests and of the city of Pittsburgh were heard for and against the raising of the Allegheny River bridges and a test vote as to sustaining the action of the Chamber in its protest against raising the bridges was taken. This vote was 293 for sustaining and 66 opposed; the Chamber was informed that the United States engineers had estimated the total cost of raising the Sixth, Seventh, Ninth, Sixteenth, Thirtieth and Forty-third street bridges over the Allegheny River, including construction of viaducts to eliminate grade crossings, would be \$3,500,000. The Secretary of War, through Senator George T. Oliver, notified the Chamber that he would wait "no longer than Monday" for a reply as to the Chamber's procedure as to the raising of these bridges.

1918. The question of the erection of the Sixteenth street bridge was considered as to its utility and its architectural beauties.

1919. Two reports upon the question of raising the Allegheny River bridges in accordance with the order of the Secretary of War were presented, the one recommending postponement of action, the other urging immediate action. The Chamber recommended that the bridges be raised; a request from the County Planning Commission for reconsideration of its action was declined; and pending the adoption of new by-laws the question could not be reopened.

1920. The immediate replacement of the Point bridge, because of its dangerous condition, was urged; the erection of a new and better bridge over the Allegheny River at Sixteenth street was approved for immediate construction. The County Commissioners were urged to proceed at once with the erection of a new bridge to replace the old wooden structure destroyed by fire, and if a disagreement existed between the Commissioners and the city authorities to take it up in behalf of a suffering community and speedily reach an agreement.

1921. Items for bridges in the proposed bond issue of \$15,000,000 for replacement of old ones, and \$3,500,000 for raising the Allegheny River bridges at Sixth, Seventh and

Ninth streets, were approved; the proposed construction of a bridge, with a middle pier, over the Monongahela River near its mouth, to replace the Point bridge, was disapproved.

1922. Attention was directed to the unsafe condition of the Forty-third street bridge and the immediate construction of a new bridge was recommended; the city and county authorities were urged to proceed as rapidly as possible with the erection of the Fortieth street bridge and to make provision for raising of the other bridges over the Allegheny River.

1923. Action was again urged either by the city or the county on the repair or replacement of the Point bridge because of its dangerous condition.

1924—The Chamber of Commerce in recommending approval of the proposed County Bond Issue of \$29,207,000, comprising, among other things, bridge projects aggregating \$18,447,000, urged the construction of the Liberty bridge and necessary approaches in the City of Pittsburgh from the vicinity of the northerly portals of the Liberty tunnels, northwardly over the Monongahela River to a terminus or termini within the area bounded by and including the Monongahela River front, the lines of Grant street extended, and Grant street, Webster avenue, Elm street, Fifth avenue, Magee street and the lines of Magee street extended to the Monongahela River.

In November, 1924, the County Commissioners having announced that in connection with the raising of the bridges over the Allegheny River, it was their plan to demolish the Ninth street bridge before the completion of the bridge at Seventh street, and the Chamber protested against such procedure, requesting the Commissioners to revise their plan in such a manner as to permit the use of the Ninth street bridge until the new Seventh street bridge is completed, inasmuch as the plan proposed would reduce to one the bridges connection between downtown Pittsburgh and the North Side where formerly three connections existed.

Greater Pittsburgh



ALBERT J. LOGAN
1902-1904

THE consolidation of the cities of Pittsburgh and Allegheny was first considered in 1894; and after many years and through the services of many committees; through the presentation of three bills presented and passed by the Legislature of Pennsylvania; through long delays in securing judicial decisions on the constitutionality of these bills, the actual consolidation of the two cities into one Greater

Pittsburgh, giving it seventh place (at that time) in the list of American cities, was accomplished. The bill by which the consolidation was brought about was drawn by two members of the Chamber and under its auspices, and it is a matter of official record that the consolidation was actually made possible by the efforts and the money spent by the Chamber of Commerce of Pittsburgh.

Some of the principal activities which led up to the consummation of the great plan may be recounted: First, a committee of five members was appointed in December, 1894, to aid in the establishing of a Greater Pittsburgh, and a request was made of the presidents of the Select Councils of Pittsburgh and Allegheny that they each appoint a like committee to form a joint committee to promote this object. In January of the following year, the preparation of a bill was reported. Letters were sent to all the social and commercial organizations in Allegheny County explaining the project. In 1902 attorneys advised that it would be necessary to have an entirely new act prepared to accomplish consolidation, and an appropriation was made for the legal advice needed. A bill was prepared and approved, and the Chamber's committee attended a hearing before the State Judiciary General Committee at Harrisburg on February 10,

1903. Some objections were made by citizens of Allegheny, and another hearing was set for February 18th. After a number of other hearings had been held the bill was presented in the Legislature in 1903 and finally passed both Houses. In March, 1905, another bill was prepared providing for the consolidation of the two cities and was introduced. Intense interest developed in the Legislature and in the districts to be consolidated. Sub-committees visited Harrisburgh repeatedly in advocacy of the bill. Their arguments were reinforced by the personal influence of those highest in authority within the Commonwealth. The bill passed finally and was approved by the governor April 20, 1905. Appreciation was expressed for the generous support of the newspapers, the Iron City Council of the American Federation of Labor, and a host of citizens who supported the work. The necessary expenditures for traveling, publicity and public meetings were defrayed entirely by the Chamber.

An amendment to the Goehring law on annexation of contiguous territories, changing the number of petitioners necessary from twenty per cent. to five per cent., was approved and finally passed the Legislature.

In May, 1905, the Chamber was represented by its attorney before the Supreme Court in an argument on the constitutionality of the law, and reported that petitions had been signed by two per cent. of the registered voters of the cities of Pittsburgh and Allegheny. In December, 1905, another bill was prepared that would conform to the governor's call for a special session of the Legislature, and Messrs. George W. Guthrie and D. T. Watson were retained as counsel. These eminent lawyers gave much time and care to the preparation of the bill, and submitted it without charge for their services. The bill was adopted and introduced into the Legislature as the Pittsburgh Chamber of Commerce bill, and a committee was sent to Harrisburg to present it to the governor and Legislature. The committee was accompanied by numerous citizens and members of the Chamber. The signatures of 1,470 residents, voters and property holders in the city of Allegheny, to a petition favoring consolidation were presented.

In April, 1906, the constitutionality of the bill having been upheld by the Court of Quarter Sessions, a central committee of citizens was organized, and a special meeting of the Chamber was held on June 8th for the purpose of arousing interest and enthusiasm in the project. In March, 1907, a banner which had been prepared for presentation to the citizens of the ward casting the highest percentage of affirmative votes at the Greater Pittsburgh election June 12, 1906, was awarded to the citizens of the Twentieth Ward (old Seventh and Eighth Wards.) On May 7, 1908, it was decided that arrangements which had been made for a Fourth of July celebration in honor of Greater Pittsburgh should be changed to include a "Greater Pittsburgh Day" in connection with the Sesqui-Centennial celebration of the city.

In appreciation of the civic pride, skill and legal knowledge of Messrs. David T. Watson and George W. Guthrie, and their signal services to the city in the legislative efforts which made the Greater Pittsburgh possible, these gentlemen were on June 7, 1906, elected honorary members of the Chamber of Commerce of Pittsburgh.

The Pittsburgh Charters



JOHN EATON
1904-1906

1882. Methods of municipal administration of the Pittsburgh city government attracted the attention and opposition of the Chamber in 1882, and a special committee was appointed to examine into conditions and study the new charter, at that time in preparation.

1883. The committee of Councils submitted the form of the new charter and it was freely criticized. After confer-

ences with the mayor, members of councils and others of the city government the bill was submitted to the Legislature with the endorsement of the Chamber and its passage urged.

1885. Activities in behalf of the new city charter were continued by the Chamber between the sessions of the Legislature of 1883 and 1885 in conjunction with the Committee of 76. Disagreement as to the time the charter should become effective obstructed its passage until the session of 1885, when it was agreed that it should become operative at the expiration of the terms of members of the existing administration.

1887. The Select Council of the city of Pittsburgh was requested to have all bids opened in public and adopt an amendment relating to the police and fire departments.

1897. The Chamber resolved that a change in the form of charter of our city is vitally necessary to good government, as under the existing charter, which is defective in many respects, we have a chief executive in name only and not in fact, the heads of departments being, in a measure, independent of the chief executive, who should be the one controlling head. Extravagant debt had piled up resulting in constantly increased demands on the taxpayers and a new charter was considered essential.

1898-1900. Several forms of charters prepared by various persons were submitted for the information and consideration of the Chamber and citizens of Pittsburgh. One of these was approved by the Chamber.

1901. Efforts to obtain a new charter were continued throughout several years, but without result. The exertions of the Chamber backed by an influential and tireless citizenship seemed to be ineffectual, although the need of a reform in nearly every department of municipal affairs was conceded. A special committee appointed to attend sessions of the Legislature was in attendance throughout the entire term, but, despite effort and enterprise, no result was attained.

1902. Another form of charter for the city was considered suggesting reforms not previously incorporated, but again the bill failed of passage.

1909. Certain structural changes in the city government were proposed by the Chamber, among which were the reduction of the large, unweildy bicameral form of government to a single body consisting of nine members elected at large and paid for their services, the mayor to be eligible to reelection and the general powers of the city to govern itself to be increased. The Pittsburgh plan prepared by the Charter Committee of the Chamber accomplished many of these changes during the early part of the session of the Legislature of 1911. The services of a secretary were donated for several months while the preparation of this legislation was in progress. The Chamber extended to the governor its thanks and high appreciation, not only for the signing of the Pittsburgh plan, but for his discrimination in the appointment of the first nine members of the new Pittsburgh Council. Congratulations were also expressed on the councilmanic appointees in a personal letter to each of them. Throughout the long continued effort the Chamber had received hearty cooperation from kindred organizations, the press and the citizenry of the entire community, and all were profuse in their expression of congratulations to the Chamber because of its intense interest in the initiation of the Pittsburgh plan and its unabated, continuing interest in its prosecution to final passage.

Filtration Plant

Commencing in 1876 the cleanliness of the three rivers together with all sources of water supply for Pittsburgh and vicinity was given serious consideration by the Chamber. In that year a committee was appointed to agitate for the enforcement of the national and state laws regulating the dumping of garbage and other undesirable matter into these streams. For many years the Committee on Water Supply was indefatigable in its efforts to execute its purpose.

Chemical analyses of the water in these rivers were made from time to time and the results reported to the Chamber. In 1894 a commission was appointed to cooperate as a joint commission on sanitation and water supply, composed of committees of the Chamber, the Engineers' Society of Western Pennsylvania, the Allegheny County Medical Association, the Iron City Microscopical Society, and the Chemical Society of Engineers. The results of the investigations of this commission were published from time to time, and the thanks of the Chamber were extended to it for establishing, throughout Allegheny County, facilities for the immediate detection of diphtheria and other contagious diseases and for the manufacture of anti-toxin for the prevention and cure of these diseases.

The erection of a filtration plant at Aspinwall, with a capacity of 80,000,000 gallons per day, to supply that portion of the city lying between the two rivers, was recommended by the Chamber, together with the erection of a separate plant on the South Side with a capacity of 20,000,000 gallons daily. These plants fully realized all the expectations, and typhoid fever was practically eradicated from the Pittsburgh district. The Chamber's cordial support has since been given to all pure water measures suggested.

Hump Removal

"The removal of the Hump will undoubtedly be a public benefit"—with these words the Chamber's Committee commenced its report in 1902. Two competent engineers had been employed by the Chamber to investigate the cost of the work and they had stated the probable approximate amount would be \$2,841,056 as the cost to the City, to public service corporations and for excavating on private property including lowering of buildings. The question of a bond issue of \$2,000,000 for this purpose then being before the people the Chamber reaffirmed its action of January 27th, stating that the estimate given to the public by the city officials was reasonably accurate and that the City should proceed with the work as soon as practicable. The Chamber continued its interest in this project until it was finally completed.

Market House

The unsightly, unhealthful and disagreeable condition of the City Market House together with its general inadequacy was in 1888 called to the attention of the Chamber by a citizen. Immediate improvement of this condition and in matters pertaining to some of the lessees was urged by the Chamber and the Department of Public Works promised attention.

Again in 1907 the erection of a new market house in such manner as not to obstruct free passage of the constantly growing Diamond street was urged.

Various plans for using the site of the market house and Old City Hall in Market street were broached in meetings of the Chamber in 1910, including the erection of a building that would be an adequate market house, a general auditorium, city offices and departments and for other purposes. A proposition to abandon the site as a market house drew from the city solicitor the opinion that such action would forfeit the city's title to the ground used for market purposes. Out of the agitation for a new market building came the present buildings.

City Budget

Early in 1910 the first movement toward the establishing of a budget system in the city of Pittsburgh was made by the Chamber of Commerce at the suggestion of members who had investigated the subject, and it was presented to the people in a forcible manner which carried conviction with it. Their work in this direction began for the reason that it was the duty of the members of the Chamber's Committee on Municipal Affairs to study every phase of the city's business. The Committee's plan was approved by the Chamber and presented to the proper authorities who adopted the suggestions in the shape recommended by the Chamber. The system was put in force and has been in continuous operation since. Pittsburgh was one of the first cities to take a step of this kind and its example has been studied and followed by many other cities, by some states and recently by the nation.

City Zoning

In April 1923 consideration was given to the proposed city ordinance designed under authority of the Act of 1919 to regulate and restrict the location of trades, industries and buildings; the height and bulk of buildings; to establish boundaries of districts and the respective conditions.

The Chamber approved the ordinance with reservations on detail application of regulations recommending that the City Planning Commission further consider a reasonable modification of the height limit in giving consideration to different street widths.

Smoke Abatement

The Chamber appointed its first committee on smoke abatement in 1899 largely as a result of an address made by Andrew Carnegie at its annual banquet. Through the efforts of this committee an ordinance was eventually passed by the city in 1906, fixing penalties for the emission of black smoke or dense gray smoke for more than eight consecutive

minutes and in 1907 a smoke inspector was appointed by the city authorities. In 1911 the ordinance was declared void by the Courts on the ground that the Legislature had not given the city sufficient authority to pass an ordinance upon the subject, also that the ordinance was unreasonable. By September, 1911, the necessary legislation had been obtained and another ordinance was passed modifying the previous one and exempting mill-heating furnaces and puddling furnaces. Finally the present ordinances were approved on January 4, 1917, and continual efforts by the Bureau of Smoke Regulation encouraged and supported by the Chamber resulted in making Pittsburgh as clean as any other city in the country and cleaner than many.

Under the auspices of the Chamber's committee experiments were made by the Bureau of Mines with a mixture of coke breeze and run of mine bituminous coal which proved to be a very satisfactory fuel for consumption in small heating plants in the business section of the city without excessive smoke production when hard coal was not available through war and other conditions.

The Smoke and Dust Abatement League which was organized by the Chamber carried on the work of education and effectually demonstrated to producers of smoke that it was not only a matter of compliance with the law, but that it was a positive economy to completely consume all the fuel used, by means of proper appliances, which while eliminating smoke production very soon paid for their cost and resulted in continuous savings in fuel bills.

Housing

Much educational work was done in 1908 on the subject of better housing conditions. Special meetings were held, addressed by men who had made a careful study of housing in Pittsburgh and elsewhere; an ordinance was prepared by the Chamber and passed by the city Council providing for additional tenement house inspectors; two other ordinances were also prepared to correct certain evils. A bill was also introduced into the Legislature and the pres-

ent health code of Pittsburgh was finally developed. Different types of small houses were designed, models were made and exhibited in the Pittsburgh Exposition, and plans and specifications with costs were distributed to the public. One of these plans was the duplex house, then not known in Pittsburgh, but of which hundreds have since been built.

After an investigation by a Special Committee on Housing, in June, 1921, the Chamber created the Commerce Housing Corporation, to revive building upon a large scale, the housing shortage having become acute in the Pittsburgh district. The Corporation was incorporated as an independent body, although all of its officers were members of the Chamber.

A close study of the situation, developed that there was a shortage of about seven thousand dwellings, resulting from cessation of building during the war and ensuing high costs. Only about 300 building permits had been issued that year. The Housing Corporation undertook to secure the erection of three thousand houses within two years in this district, and, if necessary, to build them through its own agencies.

The Clearing House Association of Pittsburgh interested the banks and trust companies in authorizing and furnishing a construction fund for building purposes for one year which enabled the Corporation to have financed the building of individual homes. Builders availed themselves of this opportunity to the amount of \$222,100, and the funds were handled by a Pittsburgh bank as trustee and the money paid to contractors upon certificates furnished by the Housing Corporation. When a house was completed the Housing Corporation placed a first mortgage of sixty per cent. for the owner and thus paid off the construction charges to the banks. This method of financing was unusual at the time, but proved satisfactory. Within a relatively short time 330 houses were begun and completed, providing a total of 1,813 rooms at a total value of \$1,249,691.02. Thirty-four construction loans were made, aggregating \$222,100. The highest priced building erected cost \$16,053 and had eight rooms, stone exterior, tile bath, hardwood floors, tile roof, and hot water heat. The lowest was the half of a double house for \$1,270. The high-

est room cost was \$2,007, the lowest \$234, an average of \$689 per room.

The impetus thus imparted to home-building continued and gathered momentum and is still evident in the activity in house-building, which is at this time greater than in any preceding comparative period, and Pittsburgh is more than ever a city of homes.

Drinking Water

The Chamber appointed a committee in 1893 to investigate the quality of drinking water furnished to the municipalities in view of a threatened visitation of Asiatic cholera. Stern measures were taken to prevent pollution of streams, within and without Pittsburgh, to their sources. Meantime, its several committees were investigating both the quantity and quality of water in use in the community with reference to its potability and purity. Physicians, chemists and bacteriologists lent their aid to this service cheerfully under direction of physicians of the city acting in cooperation with the Chamber.

Philanthropy

In January, 1910, the Chamber appointed a committee on Charities Endorsement and Advice, in response to a feeling on the part of many members that some disinterested organization should furnish impartial and reliable information regarding charitable and benevolent institutions which solicit financial support from the community. The committee promptly formulated its policy and laid down certain requirements to be filled by organizations requiring endorsement. These requirements comprised the filing of a particular necessity with cost of operation commensurate with the work done; cooperation with other organizations to prevent duplication; the organization of a board of managers composed of local people of repute; economical methods of collecting contributions; properly audited accounts and a readiness to submit to investigation at any time. A certain

proportion of endorsements have been withheld due to inability of organizations to supply sufficient information; operations conducted on plans contrary to right principles; and improper methods of raising funds and distributing them.

In 1913 the committee's work was enlarged in order to extend its investigations into the general subscriptions taken up in the city of Pittsburgh and the name of the committee became the Charities and General Subscriptions Investigation Committee, it being regarded as desirable that some effort should be made toward safeguarding and properly regulating solicitations for subscriptions in order to protect business interests from fraud and unnecessary inconvenience. During the war when the collection of funds for necessary new activities became prevalent the committee prepared a system for the control of collectors calculated to, as far as possible, eliminate the fraudulent collector who traded upon the name of well-known charitable war activity organizations and that system was adopted by many of the larger cooperating organizations for war activities. The operations of this committee have become so extended that numerous inquiries are answered daily by letter and by telephone, and in many cases, through information received from business men of attempted fraud and through the prompt and efficient cooperation of the city detective bureau and later of the department of public welfare, many arrests have been made so that the impostor, who formerly regarded Pittsburgh as a prolific field of endeavor, has found his hopes more difficult to realize in our city.

Contagious Diseases

The City of Pittsburgh was urged to erect emergency isolation hospitals for the treatment of contagious diseases.

Yellow fever apprehensions in 1897 caused the Chamber to appoint a Yellow Fever Commission to study the cause and prevention of this scourge and in 1898 a committee was appointed to confer with City Councils as to the establishment of an isolation hospital for treatment of infectious and contagious diseases and the United States Government was again urged to erect a building exclusively for hospital purposes.

The prevalence of scarlet fever in Pittsburgh in 1902 moved the Chamber to call the attention of the city health authorities to the fact that money voted in the recent bond issue for the erection of an isolation hospital for contagious diseases had not, up to that time been used for that purpose.

Cooperation, by the Chamber, with the Pittsburgh Society for the prevention and treatment of tuberculosis in an exhibit in Old City Hall was authorized in 1907.

In October, 1912, statements in regard to smallpox in Pittsburgh, calculated to deter people from coming to the city, having been published outside Pittsburgh, a representative of the Department of Public Health addressed the Board of Directors stating that in three months there had been 107 cases in the city. This was not considered large in proportion to Pittsburgh's population and at no one time had there been more than fifty cases, which had been reduced to thirty and there was little probability of any further developments. The disease had always been in complete control and precaution taken for vaccination. Appropriate publicity of these facts was issued by the Chamber.

In 1924 when Pittsburgh was again visited by this disease, the Chamber cooperated with the Public Health Director urging all persons to be vaccinated at once. The members pledged themselves that they and members of their households would be vaccinated within 7 days from July 14th. Also, that they would urge their employees to do likewise. Printed matter prepared by the Director was distributed.

Dairy Contest

The first dairy contest and milk and cream exhibit was held in the Chamber in 1908. The Chamber offered prizes for the best samples of milk and cream and the most sanitary dairy. The United States Department of Agriculture became interested and officials of the Dairy Division made the tests on which the awards were given. Dairy-men from all sections competed. The success of the first contest led to others. Great interest was aroused and the standard of milk materially raised.

Education



H. D. W. ENGLISH
1906-1908

THE duty of society to educate its members, the open school, the need for proper co-ordination of all legitimate educational efforts and ultimately, the highest practicable degree of enlightenment obtainable for the American people has the active support of the Chamber.

1875. The Pennsylvania Legislature was urged to make an appropriation of \$100,000 for the erection of a building

in connection with the Western University of Pennsylvania (now the University of Pittsburgh) for technical education.

1881. The offer made to the city of Pittsburgh by Andrew Carnegie of the sum of \$250,000 for the endowment of a Free Public Library was endorsed and the city Councils recommended to accept it and make such provision as would secure the endowment and make it effective.

1896. State legislation authorizing an appropriation of one million dollars toward the endowment fund of the Western University of Pennsylvania was approved.

1897. Vigorous protest was made against a bill in Congress proposing heavy tariffs not levied in late years on objects of art and on books, believing that the highest interests of artists and literary men at home would best be promoted by welcoming art and literature from all the world.

1898. The practice of levying tribute upon children of the public schools in soliciting for various alleged charitable or patriotic purposes was protested.

1899. A request to the Legislature by the Western University of Pennsylvania for an appropriation of \$650,000 was approved.

1902. A memorial from the recorder (mayor) of Pittsburgh requesting endorsement of the proposed establishment

of the Carnegie School of Technology, on a site to be purchased by the city, was endorsed.

1903. The Chamber again urged the city authorities to procure immediately a suitable site for the industrial school offered by Mr. Carnegie. A month later the purchase of thirty-two acres of land for this purpose adjoining the north-eastern section of Schenley Park was approved;

Legislation conferring authority upon cities to purchase land on which to erect schools of technology, science, and art was endorsed by the Chamber;

Disapproval of condemnation of the proposed site by the city was expressed and recommendation of direct purchase made;

Approval was voted of recommendations that the curricula of colleges, universities, high schools and present commercial colleges should afford a knowledge of the German, French, Spanish and Portuguese languages; of geography; of political and economic science; and at least an elementary acquaintance with the science of statistics, banking, exchange and transportation. It was also recommended that a committee from the Chamber of Commerce should confer with the heads of educational institutions in the city with a view to bringing about the practicable adoption of these suggestions.

1904. The petition of the teachers of the city of Pittsburgh for an increase in salaries was recommended by the Chamber to the Central Board of Education for favorable consideration.

1905. The Chamber recommended to its own members, and to all others, liberal contributions to the endowment fund of \$150,000 for the Pennsylvania College for Women.

1906. The Central Board of Education was requested to furnish information upon the plans, cost and erection of the proposed Central High School building in the city of Pittsburgh, with a request also that competition for plans for this building be open to all architects;

The State of Pennsylvania was requested to grant liberal appropriations in behalf of the Western University of Pennsylvania and legislators from Allegheny County were urged to do their utmost for this institution;

The official thanks of the Chamber of Commerce of Pittsburgh were extended to Andrew Carnegie for his additional gift of \$6,000,000 for the Carnegie School of Technology and Carnegie Institute.

1908. Establishment of public English schools for adult foreigners through the agency of the Chamber was requested by a citizen of Pittsburgh. This was the first Americanization movement of the Chamber.

1909. The Pennsylvania school code then in the Legislature was approved by the Chamber.

1910. The thanks of the Chamber of Commerce of Pittsburgh were extended to Andrew Carnegie for a donation of \$3,500,000 for the School of Technology and appreciation was expressed for the very considerable part he was taking in the forward movement of Pittsburgh by providing, for thousands of deserving young men and women, the educational opportunity for practical self-betterment, the full benefit of which would be reaped by posterity;

The Chamber formally recognized the school of economics of the University of Pittsburgh as a most adequate and cooperative agency for the extension of commercial, social, and economic betterment of the community.

1911. The enactment into law of the proposed Pennsylvania school code bill for the government of the schools of Pennsylvania was unanimously urged by the Chamber and when the code came up for consideration in the Legislature a committee was sent to Harrisburg to aid in securing its passage;

The proper celebration of the one hundred and twenty-fifth anniversary of the institution of the University of Pittsburgh was earnestly commended, and in the plan to raise \$1,500,000 for the permanent uses of the University, the Chamber pledged its cooperation, urging other commercial and civic bodies to join in a concerted movement to accomplish the end in view;

The establishment in Pittsburgh of a Vocation Bureau, under the auspices of the Educational Fund Commission, was also endorsed.

1912. The establishment of a branch of the Pennsylvania Arbitration and Peace Society in Pittsburgh was favored.

1913. Any amendment to the Pennsylvania school code, until it had been given a thorough trial, was vigorously protested and a committee sent to Harrisburg to oppose the amendments obtained negative recommendations upon all of them.

1914. The campaign of the University of Pittsburgh to raise an additional sum of \$3,000,000 for endowment purposes was unanimously endorsed.

1915. An invitation from the Carnegie Institute of Technology to the Chamber of Commerce to visit the technical schools was accepted and a number of the Directors visited the schools in a body.

1916. Liberal Federal appropriations for vocational education in the United States, allotted among the States upon a uniform basis, were favored. The Chamber also recommended the creation of a Federal Board which should be required to appoint advisory committees representing industry, commerce, labor, agriculture, homemaking and general and vocational education.

1917. The adoption by the United States of the principle of universal military education and training was earnestly endorsed;

A bill proposing a reduction in the Board of Education of Pittsburgh from fifteen to five members was vigorously protested; the Chamber joined in an invitation to the National Educational Association to hold its ensuing (1918) convention in Pittsburgh; and offered assistance in entertaining the American Association of Science and the American Historical Association at their conventions to be held here.

1918. At the invitation of the American Academy of Political and Social Science, a representative of the Chamber of Commerce of Pittsburgh was accredited to the annual meeting of that organization in Philadelphia;

Material increases in the salaries of school teachers throughout Pennsylvania were favored in legislation to be presented at the ensuing session of the Legislature, and the creation of a standing committee to cooperate with the Board

of Public Education in solving its difficult educational problems, in terms of the greatest social service and highest citizenship, were favored.

1919. Pending legislation seeking a change in the present method of conducting schools in the city of Pittsburgh was opposed and a committee was appointed to voice, not only the opposition of the Chamber, but that of the citizens of Pittsburgh, against any proposed changes;

Action was taken to oppose all purchases of properties for playgrounds that did not, by their condition and location, commend themselves for the purposes for which they are to be used.

1920. To prevent the public schools of the city of Pittsburgh from being closed by lack of funds to increase the salaries of teachers, the Chamber urged the Board of Education to borrow such money as might be necessary, up to the limit of its borrowing power, and urged legislation to enable the Board to increase the revenues to pay their obligations, failing which, the Chamber of Commerce pledged itself to assist in raising funds requisite to prevent the closing of the schools on account of failure of the Legislature to provide sufficient revenue;

The plans and recommendations of the Citizens' Committee on City Plan as to Public Recreation and Playgrounds were approved, and a committee was empowered to represent the Chamber at hearings on the playground budget before Councils.

1921. Delegates from the Chamber's Committee on Education were appointed to attend the Twenty-fifth Annual Meeting of the American Academy of Political and Social Science at Philadelphia; a special committee was appointed by the Chamber of Commerce to act in an emergency to oppose any attempt that might be made during the pending session of the Legislature to change the public school system of Pennsylvania; a bill seeking to increase the borrowing capacity of the Pittsburgh Board of Public Education from 2 mills to 4 mills, which would make the necessary provision for the payment of school teachers' salaries, was recommended to the Legislature by the Chamber; the

Finegan educational program, providing for strengthening the compulsory attendance law and lengthening the school term in the rural districts in 1921-1922, was approved; other proposed legislation was recommended, notably the bills substituting one State board of business men and women for two boards then functioning, composed entirely of school men; providing mandatory minimum salaries to teachers throughout the State; providing methods for advancing qualifications of teachers, experience and qualifications to be recognized in determining salaries, and providing a new method of apportioning State funds by which the largest portion goes to the rural districts, generally the most needy; and providing for the promotion of physical education by proper national legislation, were endorsed.

1922. The establishment of a Department of Industrial Medicine at the University of Pittsburgh pertaining to occupational diseases of Pittsburgh was approved; a definite plan for the expenditure of public funds for playground purposes was urged upon Council by the Chamber; the observance of American Education Week under the auspices of the United States Bureau of Education, the American Legion and the National Education Association, was warmly commended to the people of this community; and a committee was appointed to attend a series of regional conferences of public high school teachers of business subjects and social studies for the District of Columbia, Delaware, Maryland, Pennsylvania and Southern New Jersey, under the auspices of the United States Bureau of Education, the United States Bureau of Foreign and Domestic Commerce, the Pennsylvania State Chamber of Commerce, the Philadelphia Chamber of Commerce and the Philadelphia Board of Education.

1923. In affirmation of previously repeated action, strenuous opposition was voted against any change in any State law which would make necessary the election of school directors who are now appointed; and to a bill to admit, to the public schools, children who had not been vaccinated when it was emphatically declared that any such change in existing laws would be a serious menace to the public health and safety; in voting upon a referendum of the Chamber of Commerce of the United States of America the Chamber

opposed the establishment by the Federal government of a Department of Education, to supersede the existing Bureau with the Secretary in the Cabinet; and the reappointment of Dr. Thomas E. Finegan as Superintendent of Public Education of Pennsylvania was respectfully requested of Governor Pinchot.

Americanization



LEE S. SMITH
1908-1910

THE great need for an Americanization Bureau in Pittsburgh and the establishment in the Chamber of Commerce of such a bureau with an agent in charge was recommended to the Chamber in October, 1917. Action was deferred on account of war activities at that time but an Americanization program was carried out on Washington's birthday in the Memorial Hall in 1916 which was repeated in

1917, 1918 and 1919 under the Chamber's auspices and Constitution Day was patriotically observed under the auspices of the Americanization committee of the Chamber in Syria Mosque, September 17th.

An Americanization bill pending in Congress for the cure of illiteracy was endorsed.

The adoption of a comprehensive, constructive Americanization program was finally recommended by the Americanization committee in the Spring of 1920. The program as approved by the Chamber, contemplated the employment of an Americanization director, with the necessary office and field assistants, whose entire time was to be devoted to Americanization activities including the instruction of foreigners in the American language, and American ideals; and cooperation with the various existing welfare organizations to make the city a better place in which to live. Active and moral support of the whole Chamber was pledged to the Americanization program. The offices of the Bureau with stenographic service and supplies were established in the Chamber's rooms and became affiliated with the Americanization Bureau of the State Department of Public Instruction which paid half the salary of the director, and the Employers'

Association of Pittsburgh announced its cordial cooperation with the Chamber in its Americanization plans.

The Congressional legislation providing for the creation of an Immigration Board was endorsed by the Chamber.

Sympathetic support and cooperation were received from the public schools of Pittsburgh and Allegheny County; literature, printed in eight languages, was distributed throughout the city, the schools and the industrial plants with encouraging results. A training school was established in the auditorium for teachers and workers in Americanization and was attended by 125 students.

The fifth annual Americanization celebration of Washington's birthday was held in the auditorium of Schenley High School in 1920 in conjunction with the Pittsburgh public schools and the naturalization examiner's office for the Pittsburgh district at which prizes for the "Americanization Definition Contest," conducted by the Americanization committee, were presented.

Branch libraries were established by the Carnegie Library at the outside centers of the Bureau. Constitution week was observed in September, 1923. The war crisis and following unsettled conditions having somewhat abated and similar work having become a permanent part of the activities of other organizations and the employers, it was felt that the Chamber's purpose had been accomplished and the Bureau was discontinued.

Telephone Rates

On October 9, 1913, a special Committee was appointed to take legal and other proceedings to prevent a proposed advance of telephone rates in the Pittsburgh district, the Chamber having received a number of complaints concerning overcharges and discrimination in local telephone rates. Complaint was filed with the Pennsylvania Public Service Commission and attorneys and experts employed. After numerous hearings and conferences the Committee reported on March 4, 1917, that an agreement had been reached between representatives of the Chamber, the City of Pitts-

burgh and the Central District Telephone Company that the complaint would be withdrawn provided the Company would reduce its rates in the Pittsburgh Metropolitan District to the extent of, at least, \$279,000 per year in local service and \$35,000 per year in cost of toll calls originating in the Pittsburgh district, such reductions to be based on the Company's revenues as of January 1, 1917, and to be subject to the approval of the Public Service Commission of the State of Pennsylvania. It was further agreed that there would be no change in the unlimited service rates then in force in the district until passed upon by the Public Service Commission.

On September 4, 1919, a report was received stating that the telephone companies had applied to the Public Service Commission for authority to increase rates and that the hearing would be held on September 17th; also citing the fact that in April 1917, the Public Service Commission had fixed the rates and charges for telephone service in the Pittsburgh district; that during the Federal control of the said properties in the war period increases of approximately 20% had been allowed; that the Company was then endeavoring to retain those increases as well as to establish certain service connection and increased removal charges, all of which were considered a violation of the Public Service Law. A special committee was therefore appointed to cooperate with the City of Pittsburgh to protest against the increased rates and ascertain whether or not the order of the Commission made in April 1917 had been carried out. After two sessions the Public Service Commission handed down a decision in favor of the Chamber and the City of Pittsburgh, and on December 1st reductions were made in the exchange rates and other charges approximating 20%.

On April 1, 1920, the Special Committee on telephone rates was recreated to consider complaints received upon increased rates and changes in telephone conditions proposed to be put into operation on May 1st of that year by the Bell Telephone Company of Pennsylvania, the said changes comprising an increase of 20% on the rates, the cutting down of existing zones and other increases in various charges. A complaint was filed with the Public Service Commission and

at the first hearing the number of complainants was so large that they were recommended to organize and appoint their representatives. Following the hearings before the Commission, conferences were held with the Bell Telephone Company and as a result several changes were made which effected reductions in the Pittsburgh district approximating 15% to 20% of the total proposed increases. In view of the results attained the Chamber adopted the policy of promptly presenting before the properly constituted body all questions relating to proposed changes in rates, schedules and conditions by public utilities companies.

In April 1924, a proposed advance in telephone charges in the Pittsburgh district by the Bell Telephone Company of Pennsylvania was referred to the Committee which recommended that on or before April 30, 1924, the Chamber file with the Public Service Commission of Pennsylvania a formal complaint against the proposed increase and that the Chamber be represented by Council at hearings held by the Public Service Commission and cooperate with such other organizations and municipalities as may be interested.

More than two hundred of Pittsburgh's telephone users constituting a Telephone Users' Committee contributed to the cost of presenting the subject before the Public Service Commission, which body finally directed the company to modify its tariffs under the terms of an agreement reached at a conference between the corporation and thirty-eight complaining municipalities, companies and individuals with the result that the saving to Pittsburgh in the three years during which period the modified rates will remain in effect, will be approximately \$750,000.

Electric Power Rates

Full and complete investigation made of the wholesale charges for electric current for manufacturing and industrial power purposes in the Pittsburgh District found an average cost of 2.64¢ per kw hour for demands of 25, 50, 100, 500, and 1000 kws and average use; and the significant fact that this cost is as low as that of any city in the country and

lower than in most cities comparable with Pittsburgh. It was recommended that the attention of manufacturers contemplating location of industrial plants be directed to the abundant, reliable, and economical electric power available in the district in addition to its many other recognized advantages. Favorable power rates and unusually adequate power facilities render it unnecessary for any manufacturer locating in the Pittsburgh District to erect his own power plant.

Poles and Overhead Wires

Removal from the streets of all poles and overhead electric light, telephone and telegraph wires in the city of Pittsburgh was recommended and at the same time it was suggested that Councils include in the proposed bond issue the city's portion of the expense therefor.

Industrial Development



F. R. BABCOCK
1910-1912

THE Pittsburgh Industrial Development Commission was organized by the Chamber in 1911 for the purpose of securing more diversified industries, the building up of the Pittsburgh district, and the further extension of its immense possibilities through a campaign of publicity of Pittsburgh's unexcelled facilities as a manufacturing, commercial, financial and distributing center. This com-

mission, once organized, functioned as an independent activity, free from any outside control.

Contributions aggregating \$136,473.50 were received and great interest was shown in the effort. Other competitive cities and centers of commerce were growing up throughout the country, and it became advisable to make known Pittsburgh's advantages as the center of production in order to retain and further develop its preeminence as the "Workshop of the World."

From its inception, the plan had the warm support of the members of the Chamber who sought the strengthening of existing establishments, the placing of new concerns in the valleys of the three rivers and near to the railroads that ran in all directions to and from the "Gateway to the West."

The effort to give publicity to Pittsburgh's resources, through advertising in its many forms, was energetically pushed and attracted the attention of investors, who were seeking sites for factories, mills, workshops and all sorts of industrial establishments. There were also printed and distributed industrial maps, photographs and statistics, covering the products of the district, buildings and sites for sale or lease, their railroad facilities, distances from fuel, rates of freight on products and much other valuable data necessary in the preliminary study of plant location. The industrial

map, six feet by four, based upon the last United States Geological Survey, was the first chart of its kind ever produced for any community and was in international as well as national demand for years.

As accessory to the general publicity and advertising plans of the Chamber the Industrial Development Commission was invaluable. Its funds were husbanded over a period of nearly five years, during which time new industries were encouraged and existing ones further developed. Thirty-six new manufacturing plants, affording employment to 8,100 persons, were located in the district, existing plants extended and operations resumed in many idle plants. Notable among the new activities were several munition and chemical plants.

In the accomplishment of these great results the Commission cooperated with meritorious enterprises in the expansion of their capital, resources, and financial accommodations, exceeding \$5,000,000, and in addition to those directly interested and benefited, some industries located in the district through other agencies resulting from these activities. Modifications were secured in the methods of granting switching and crossover privileges, switching taxes removed, streets vacated and several plants considering a change of location were retained in the district.

The publicity campaign, in addition to the maps, charts and booklets already mentioned, comprised the establishment of the largest industrial news bureau in the country; a news and information clearinghouse, available to newspapers, magazines and periodicals of every kind; a free photograph service; the publication of booklets descriptive of various phases of activities in Pittsburgh, which were adopted as textbooks by schools and educational institutions throughout the country, requiring as many as eight editions; the placing of permanent exhibits in the Royal Academy in Vienna, the Royal Museum in Rome, in Italy and elsewhere; the production of twelve hundred feet of moving picture views of Pittsburgh, which were exhibited in many cities and thrice daily in the Pennsylvania State Building at the Panama Pacific Exposition; the publication of an index showing the various commodities and their producers in the Pittsburgh district, and many other valuable activities, too numerous to mention.

Bureau of Mines

The Chamber took an unusual interest in the World's Exposition held in St. Louis in 1904. It was felt that the city which sits at the head of the Ohio River valley should stand solidly behind the great river city of the mid-continent valley. Through the presentation of the case by the Chamber, the cities of Pittsburgh and Allegheny, then separate corporations, were induced to make appropriations which were added to by liberal donations from public spirited citizens. A tower of steel rails reaching from the floor to the roof of the Mines Building was the central feature of the Pittsburgh exhibit. At its foot was a wonderful relief map of Pittsburgh, made by engineers and artists of the city, and surrounding it was a display of Pittsburgh products. It was the one exhibit made by a commercial body and its striking success was manifested by the awarding of a gold medal to the Chamber, as well as a grand prize to the tower of steel rails. The map is still in existence as one of the attractions in the museum of the Carnegie Institute.

This demonstration of Pittsburgh's preeminence in metals, manufactures and mining led to a most valuable addition to the equipment of the community. A testing laboratory had been maintained by the United States Geological Survey Bureau at the St. Louis Exposition; and following a suggestion made by the Pittsburgh Chamber of Commerce this laboratory was removed to the Johnstown Exposition a few years later. Its work at these two expositions demonstrated its importance, and it was generally agreed that it must become a permanent feature of the activities of the Federal government. A struggle began as to where the home of this laboratory should be. A delegation from the Chamber went to Washington with a mass of matter showing that the vast production of fuels and structural materials, the enormous use of sands and clays in Pittsburgh, and its central location in the mining, oil and gas fields made the city the logical place for this laboratory. As a result a testing station was organized and from this station, in 1914, grew the present Bureau of Mines. That establishment has become one of the important centers in the scientific and industrial world and

its location here is regarded as one of the great achievements of the Chamber.

Federal Reserve Bank

The act providing for the establishment of Federal Reserve Banks was approved December 23, 1913, and on December 30, the Chamber unanimously adopted resolutions prepared by its Committee on Finance and Banking to the effect that Pittsburgh should endeavor to secure the location in this city of one of the Regional banks and with that purpose in view should set forth Pittsburgh's available resources as a financial center; its ability to fully meet all the requirements of the new act, comprising geographic convenience with transportation facilities having rapid and easy communication with all parts of the district; and its industrial and commercial development, involving general movement of commodities, transfer of funds, exchanges of credits and its well-established trade customs. On January 16, 1924, the President of the Chamber headed a committee which went to Washington accompanied by officers of the Pittsburgh Clearing House Association to present to the Reserve Bank Organization Committee Pittsburgh's claim for the establishment of one of the Regional banks in this city. In presenting this claim it was shown that in manufactures, population and area the Pittsburgh industrial and commercial district was outranked only by New York, Chicago and Philadelphia, Pittsburgh being the iron and steel center of the world, the center of oil and gas financing for the South and West, the center of the world's largest supply of bituminous coal, with a volume of traffic amounting to 177,071,238 tons in 1913, to carry which, a railroad train which would reach around the earth at the Equator would be required. To move this immense volume of traffic Pittsburgh has its three rivers and more than a dozen railroads which furnish rapid and regular movement. As the Gateway to the West, Pittsburgh lies in the center of the most thickly populated section of the country from which more than half of the population of the United States can be reached within twelve hours by means of the more than seven hundred passenger trains which

daily arrive in and depart from the city. The production of the district was also shown to include 50 per cent. of the coke, 25 per cent. of the pig iron manufactured in the United States, 20 per cent. of the steel rails, 35 per cent. of the glass and a large percentage of the tinplate, tubing, steel cars, airbrakes, electrical machinery, apparatus and supplies; pickles and cork. The value of its manufactured products in 1909 was \$600,000,000 with a pay roll of \$45,000,000 per month. As a distributing center Pittsburgh was shown to be third in rank for the distribution of vegetables of which 35,000 cars were received and sold in 1912 being an increase of 14 per cent. over 1911 and 33 per cent. over 1910. As a wholesale and jobbing center the volume of the drygoods trade alone amounted in 1912 to \$25,000,000 and the shoe trade \$10,000,000; Pittsburgh's retail merchants reaching 5,000,000 consumers. In 1912 Pittsburgh's bank clearings were \$2,798,990,215, an increase of 10 per cent. over the previous year, according to the Chief of the Corporation Tax Division of the Twenty-third Internal Revenue District of Pennsylvania, and 2,050 corporations in the Pittsburgh district paid taxes on earnings of \$213,520,000 which was nearly 14 per cent. of the net earnings of the corporations of the entire United States. An investigation made for the purpose of illustrating the business of the banks in the Pittsburgh district showed that outside banks in the territory did 10 per cent. more business with Pittsburgh alone than with all other cities combined.

At a meeting of the Chamber held January 8, 1914, the following resolution was unanimously adopted:

Resolved, that in view of the pre-eminence of Pittsburgh as a Banking, Commercial, Manufacturing and Transportation center the Chamber of Commerce of Pittsburgh present to the Federal Reserve Board the peculiar claims of this city and urge upon it the desirability of establishing here a Regional Bank.

Notwithstanding all these superior advantages of the Pittsburgh district, the Regional Bank was not located here and instead of the smaller amount of funds handled in the outlying districts being deposited in Pittsburgh the larger volume of Pittsburgh's finances had to be placed outside its own territory.

Relief

The sufferings of humanity caused by disaster have always roused the members of the Chamber to action in supplying funds, materials and service.

1880. An appeal was received from the Merchants Exchange of St. Louis, Mo., asking aid for the state of Missouri in which towns and territory had been destroyed by tornadoes. A committee was appointed to collect and distribute funds and merchandise for the relief of those rendered destitute. The needs of destitute and suffering citizens of Western Kansas were brought to the attention of the people of Pittsburgh, who were urged to subscribe for their assistance.

1883. A committee was appointed to collect contributions to send to the flood sufferers in the South and Southwest, and in the Ohio valley. A total of \$3,500 was distributed among Jeffersonville, Ind., New Albany and Mount Vernon, and a relief boat was sent with supplies for Indianapolis, Ind.

1886. For the relief of Charleston, S. C., earthquake sufferers the sum of \$7,000 was sent to the mayor of Charleston.

1888. \$1,786 was sent to DuBois for the relief of those suffering from the results of a most destructive fire in that city.

1889. The mayors of Pittsburgh and Allegheny called a meeting of citizens for the purpose of appointing a committee to collect funds and materials for the aid of the sufferers of the Johnstown flood. The Chamber gave its rooms as the headquarters of the committee. Food and clothing and thousands of men with implements to clear away the debris were sent to Johnstown, and the committees functioned until relieved by State authorities. In the meantime money amounting to over \$750,000 was collected in Pittsburgh and distributed.

1893. Funds were collected for the aid of sufferers in the great disaster which destroyed homes and property in New Orleans.

1899. Subscriptions were collected for relief of citizens in New Richmond, Wisconsin, which was destroyed by a cyclone.

1900. Prompt response was made to an appeal for help for the sufferers of the Braznell Mine disaster near Brownsville; and more than \$57,000 was collected and distributed in Galveston, Texas, which had been left destitute by a great flood.

1901. \$10,859.50 was collected and remitted to Jacksonville, Florida, for the relief of the sufferers by fire.

1902. Funds were collected for relief of the victims of an explosion at Sheraden, Pennsylvania, May 12, in which twenty-seven citizens were killed and three hundred and forty injured. \$2,392 was collected, including \$1,000 from the Red Cross Auxiliary.

1906. For the relief of distress and suffering through destruction of property and loss of life in the San Francisco earthquake, the Chamber called upon the mayor to appoint a committee of twenty-one citizens of which he should be chairman, to solicit and receive relief funds to be forwarded to San Francisco and other cities for distribution at the discretion of such committee. \$240,000 was raised.

1907. The Chamber acted as custodian of all moneys collected for the relief of the sufferers of the Naomi, Pa., and Monongah, W. Va., mine disasters. \$15,000 was raised and distributed.

1908. \$4,000 was contributed through the Chamber for the Darr mine relief fund.

1913. A meeting of citizens was held in the Chamber's rooms to procure and distribute funds and materials to people in the States of Ohio and Indiana, where great suffering prevailed on account of floods. In a few minutes \$5,000 was contributed which, with other subscriptions of money and materials, reached the sum of \$88,911.17. On March 28th it was determined to load a boat to carry food, bedding and clothing to the sufferers in the various towns, and shipments were made to other places where transportation was possible.

1921. The president of the Chamber was appointed chairman of the China Famine Fund Committee in Pittsburgh by the president of the United States and temporary quarters were established in the Chamber's rooms.

Panama Canal

On September 17, 1900, a communication was received from the Congressional Committee on the Isthmian Canal, relating to a proposed visit of that Committee to Pittsburgh to investigate the industrial and commercial value of an interoceanic canal, and asking the assistance of the Chamber in preparing statements of existing trade with special reference to this community. A committee was immediately appointed to prepare for the proper entertainment of the guests and give such assistance and investigation as might be required. On October 15, 1900, the committee reported that they had received and entertained the representatives of the Isthmian Canal Commission and had given them such information as they needed in their investigation.

The Chamber in 1901 wrote to this Commission advocating the project and furnished a tabulated statement of local freights and tonnage, much of which would be passed through the canal when in operation. One year later the Chamber again urged the construction of the canal by the United States government, which should own and control it, as it would be a ship canal connecting the Atlantic and Pacific Oceans, through which our products would find short and economical transportation to the Pacific coast, and thence to the markets of the world.

In 1912 the Chamber protested the passage of any legislation that would interfere with the use of the Canal by all tonnage, irrespective of ownership, insisting that traffic through the canal should be regulated by the Interstate Commerce Commission, or other similarly constituted body, thereby insuring against discrimination, monopoly or rebates.

State Taxation

Notice having been received that the Pennsylvania State Taxation Commission would visit Pittsburgh in September, 1924, a special committee which was appointed to study the subject recommended that in view of the rapid rate of increase in taxation in recent years any movement tending to increase the volume or change the present basis of taxation is deprecated; that emergency taxes adopted in the last ses-

sion of the legislature be discontinued and a reduction be made in the taxes now levied by the State.

Natural Resources

The conservation of the natural resources of the country and particularly its timber supply was for many years a matter of great interest to the Chamber, which so strongly supported the policy of President Roosevelt that in a letter written April 2, 1908, to the President of the Chamber, President Roosevelt said, "I applaud the action of the Pittsburgh Chamber of Commerce not only in adopting the resolutions which you were good enough to send but also in bringing your action to the attention of similar organizations in other cities."

Legislation

Since its organization the Chamber has studied legislative bills in the National Congress and in the State Legislature, exerting itself to the utmost to support all measures which it deemed advantageous to our commercial, financial and public welfare and to oppose those which were considered detrimental to those interests. A similar policy has been pursued in regard to matters of local interest both in the city and in the county.

CITY BUILDING CODE COMMITTEE. The Chamber was represented by one of its Directors on the City Building Code Committee appointed in 1915 by the Mayor and Council under the Home Rule Enabling Act to prepare a modern and up-to-date building code. The service of the committee covered a period of more than nine years, during which time 472 meetings were held, resulting in 21 City Ordinances comprising a building code second to none in the country. The Chamber's representative was chairman of this committee.

Trade Extension Tours



W. H. STEVENSON
1912-1914

FOR the purpose of establishing closer personal relationship between the principals of Pittsburgh's manufacturing, commercial and banking houses and the businessmen of the surrounding territory, the "Trade Extension Tour" which was established in 1904 and has been repeated annually with the exception of the year 1918 when it was deemed desirable that nothing should be done to interfere

with the free and unobstructed use of railroad equipment required for the transportation of men, munitions and freight for war purposes.

The significance and importance of these excursions has increased yearly, fostering and developing Pittsburgh's business relations with the retail distributors and the millions of people of which this city is the center. The hearty support of the newspapers of Pittsburgh and throughout the territory contributed largely to the success crowning these long continued reunions which have been a wonderful source of pleasure and business development. These tours are exclusively gentlemen's excursions, no samples being carried and no solicitation of business being made. The trains on which the tourists travel represent the latest developments in railroad, office and hotel equipment, including telephone, telegraph and radio facilities and the travelers are kept in daily touch with their business headquarters and their homes.

Year by year the party increases in number as the inestimable value of the social and commercial benefits are more and more realized. The territory traversed embraces western Pennsylvania, eastern Ohio, West Virginia and parts of Maryland and New York states.

In addition to these regular Little Journeys, a special tour

was made in 1912 through nineteen Northern, Western and Southern central states in the "Made In Pittsburgh Manufacturers Special Train" the unique feature of which was that the train and contents were made entirely in Pittsburgh, an achievement practically impossible to any other city. The contents consisted of exhibits of the products of Pittsburgh manufacturers and the whole comprised a remarkable manufacturers' exposition.

Income Tax Adjustment

The Chamber has consistently supported the policies and adjustments advocated by the Secretary of the Treasury.

National Guard Armories

Recommendation was made in 1899 that business men and property owners of Allegheny county promptly complete the fund to build armories for the National Guard in appreciation of the gallant conduct of that body in the war with Spain. This movement resulted in the erection of the Eighteenth Regiment armory on Thackeray street, the Hunt armory on Emerson street and the purchase of the old Calvary Episcopal Church building on Penn avenue for smaller units of the National Guard.

New Court House

The Chamber commended the Commissioners of Allegheny County in 1887 on their methods of procuring plans, awarding contracts and general business management in the construction of the new Court House, expressing the belief that as the building progresses its architectural beauties, substantial construction and adaptation to the demands of this growing community will become more and more apparent.

Post Office

For many years before the Chamber of Commerce was organized it had been realized that the Federal Building, at Fifth avenue and Smithfield street, was no longer capable of handling Pittsburgh's business. In the early '70s a movement was started to secure a new building, and the Chamber took an active part in the work. It was not until 1877 that the site had been secured and the first appropriation made for the present Federal Building, at Smithfield street and Fourth avenue. Repeatedly the Chamber sent committees to Washington in connection with the condition and completion of the building operations. It was through the Chamber's exertions that a scheme to substitute sandstone for granite did not succeed. It was a slow operation, for it was not until 1891 that the building was finally opened. At this time it did not afford accommodations for carrying on the Federal business in Pittsburgh, so rapidly had the city and its business grown from the time ground had been broken in 1877. While work on the Pittsburgh building was progressing, Allegheny, then a separate municipality, asked for the Chamber's assistance in an effort to secure a building on the north side of the river. This assistance was promptly given and continued until the money for the present building on West Ohio street was secured.

When in 1906 a proposition for a new post office building in Pittsburgh was made, the Chamber promptly joined the forces working in this direction, the Chamber, however, going on record for a building to be used solely for post office purposes. The miserable story of the many delays which have prevented any actual work being done on the new building is too long to give here. The first site located at Penn avenue and Sixteenth street was against the advice of the Chamber and its subsequent sale was looked upon with favor. The Chamber later approved of the location of a new post office building at Grant street, between Liberty and Seventh avenues, property which the government now controls, and on which it some day may build.

Loan Sharks

In 1909 an investigation was made into the methods of the transactions of numerous loan companies doing business in Pittsburgh. More than fifty actual cases were scrutinized and showed rates of interest charged varying from 72% up to 300% per year. These loans were secured in a large measure through newspaper advertising upon which was expended about thirty thousand dollars per year. The loans were made on household furniture, a judgment note and bill of sale being given, and on the security of salaries through an assignment on future earnings. The Chamber's investigation had an immediate beneficial effect. Remedial loan companies were established in the city and legislation was secured to regulate business and prevent excessive abuses.

Public Voting

On September 18, 1924, the Chamber in adopting a report of its special committee recommended that each of its members register and vote regularly at all elections: National, State, County and Municipal; that they urge all eligible members of their households and their employees to do likewise; and that full publicity be given to the time limitations and other data involved in registration. It was also recommended that in order to stimulate registration and voting a flat uniform poll tax be assessed in all cases.

Daylight Saving

In September, 1916, the president of the Chamber submitted to the Executive Committee a suggestion that in accordance with the practice adopted by ten European governments and the Commonwealth of Australia, all clocks in the United States should be moved forward one hour during the summer period for the purpose of more fully using the daylight hours, and that the Chamber inaugurate a movement to bring this about. The suggestion was approved by the Executive Committee, the Board of Directors and the Cham-

ber, and was submitted to the Chamber of Commerce of the United States, with the suggestion that a Referendum be submitted to the constituent members of that body in order to ascertain the opinion of the country on the subject. The National Chamber concurred in the suggestion and appointed a committee to prepare a report, naming the president of the Pittsburgh Chamber as chairman. That committee met in Pittsburgh on December 5, 1916, there being present members of the committee from various sections of the country. This was the first convention on daylight saving ever held in America. The report of that committee was adopted at the annual meeting of the Chamber of Commerce of the United States in Washington, January 31 to February 2, 1917, which was the largest convention held in that Chamber's history. Finally, a bill was introduced into and passed by Congress as a war measure authorizing the moving forward of the clocks one hour on the last Sunday in April of each year and retarding them one hour on the last Sunday in September. During consideration of this bill in Congress the president of the Pittsburgh Chamber was among the principal proponents at a hearing held by a subcommittee of the Senate Interstate Commerce Committee.

Just as New York and Boston (and the entire state of Massachusetts) have observed daylight saving since the war, so has Pittsburgh, 1924 being the seventh summer of continuous operation. Philadelphia gave it up for one year three years ago, but is again in line, observing it during 1923 and 1924. A number of other cities have also operated under daylight saving. In the National election of November, 1924, the question was placed before the people of Massachusetts, hitherto operating under state law, and its continuance was favorably acted upon by a large majority.

Conventions

Few of the numerous conventions which have been held in Pittsburgh in the past half century have come here without the endorsement of the Chamber, and very many of them came because of the direct invitation from the Chamber and the acceptance of the responsibility of seeing

that the city properly performed its duty as a host. This work assumed such importance that a standing committee on conventions has been a part of the working force of the Chamber for many years. While many large gatherings of prominent organizations of the country had been brought to Pittsburgh, the Chamber has realized that the city is handicapped, to an extent, by a lack of a building with facilities for caring for either a very large number of people or an elaborate display of merchandise or trade equipment. To overcome this condition, within the last year the Chamber has created a special committee whose duty it is to investigate the question of a large public auditorium and to lead public sentiment in reference to such a building in the right direction.

Entertainment

The Chamber has extended the hospitality of the city and acted as host to thousands of distinguished visitors from all over the world.

In many instances the duty of being host to some of these visitors named properly belonged to the city of Pittsburgh. Almost invariably, the city authorities turned to the Chamber of Commerce for that assistance which only the Chamber could give and in no instance was the Chamber found wanting. Through these most important features of the Chamber's work were told the story of the beautiful hills, the valleys and rivers, attractive homes, great educational institutions, the wonderful financial centers, the monumental churches, the beautiful parks, the miles of improved streets and boulevards, the greatest railroad systems of the United States and, lastly, the great industrial plants upon which all these things are built.

Among the people who have been entertained by the Chamber of Commerce are:

Ulysses S. Grant
Rutherford B. Hays
Grover Cleveland
Theodore Roosevelt

William Howard Taft
Woodrow Wilson
Ex-Chief Justice Daniel
Agnew

Lyman J. Gage, Secretary U. S. Treasury	Gifford Pinchot, U. S. For- estry; Department of Agri- culture
H. Clay Evans, U. S. Com- missioner of Pensions	General William C. Gorgas,
Dr. John A. Holmes, U. S. Geological Bureau	Surgeon General
Admiral Robley D. Evans	John W. Weeks, Secretary of War
Charles H. Sherrill, Minister of U. S. to the Argentine Republic	Newton D. Baker, Secretary of War
Joseph G. Cannon, Speaker of House of Representa- tives	Joseph B. Foraker
Franklin MacVeagh, Secre- tary of U. S. Treasury	Theodore E. Burton
John Barrett, Pan-American Union on Panama Canal	Thomas H. Carter
W. C. Redfield, Secretary, Department of Commerce	J. P. Dolliver
Major General Leonard Wood	Boies Penrose
Charles Nagel, Former Sec- retary of Commerce	F. G. Newlands
Hon. William G. McAdoo, Secretary of the U. S. Treasury	Gilbert Hitchcock
Henry Morgenthau, U. S. Ambassador to Turkey	Thomas W. Hardwick
William P. G. Harding, Gov- ernor Federal Reserve Board	Robert F. Broussard
James W. Gerard, U. S. Am- bassador to Germany	William E. Borah
Abram I. Elkus, U. S. Am- bassador to Turkey	Miles W. Poindexter
Carter Glass, Secretary of U. S. Treasury	Hiram W. Johnston
Admiral W. S. Benson, U. S. Navy	George Wharton Pepper
	Edwin P. Morrow
	James A. Beaver
	Samuel W. Pennypacker
	Edwin S. Stuart
	William C. Sproul
	Hugh M. Dorsey
	Samuel McCall
	J. H. Small
	William A. Rodenberg
	Swager Shirley
	George Edmond Foss
	Alba Johnson
	W. Freeland Kendrick
	L. F. Loree
	General John A. Wiley
	D. M. Parry
	Dr. Nicholas Murray Butler

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|-------------------------------------------------------------|-------------------------------------------------------------|
| Col. John L. Vance | Dr. Y. Shima, Director Japanese Imperial Railroad |
| John Sloat Fassett | Thomas M'Millan, J.P., Senior Magistrate, Glasgow, Scotland |
| John Purroy Mitchell | The Earl of Kintore, Great Britain |
| J. Adam Bede | Li Hung Chang, China |
| Martin W. Littleton | Frederico Alfonso Pezet, Peru |
| Job E. Hedges | F. C. de Sumichrast, British Army |
| Alfred Tennyson Dickens, son of Charles Dickens | Francesco Saverio Nitti, Italy |
| W. U. Hensel | General Guglielmotti, Italian Army |
| Charles R. Van Hise | Marquis Luigi Borsarelli di Rivreddo, Italy |
| Dr. H. S. Drinker | Enrico Arlotta, Italy |
| General Richard Coulter | Rustom Rustomjee, India |
| Dr. Newell Dwight Hillis | Cosmo Lang, Archbishop of York |
| Admiral William S. Sims | Dr. Milenko R. Vesoitch, Serbia |
| Simeon D. Fess | Guglielmo Marconi |
| A. C. Bedford | Sir George E. Foster, Canada |
| Dr. Henry Suzzallo | Dr. Valtaser Bruin |
| Joseph W. Fordney | Col. John Van Schaick, Belgium |
| Nicholas Longworth | Sir Ellis Humes-Williams, Great Britain |
| Senor Zamacona, Minister from Mexico | Lord Reading, Great Britain |
| Senor Louis A. Dillon, Guayaquil, Ecuador | Rafael Palma, Philippines |
| Dr. Wilfred T. Grenfell | Gregory Zilboorg, Russia |
| Captain Cordero Da Gracia, Delegate from Republic of Brazil | Marshal Ferdinand Foch, France |
| Senor Frederica Mejia, San Salvador, Salvador | Sir Charles Wakefield, Great Britain |
| Right Honorable John Morley, Great Britain | Dr. V. K. Wellington Koo, China |
| Imperial Chinese Commission | |
| General Baron Kuroki, Army of Japan | |
| Baron Ei Ichi Shibusawa, Tokyo, Japan | |
| Japanese Prince Tokugoura | |
| Prince Tsai Toa, China | |

General Josef Haller, General of Polish Armies	Sir Arthur A. Haworth, President Chamber of Commerce, Manchester, Eng.
Bernard Noel Langdon-Davies, N.A., Cambridge University	Dr. George P. Hays, President, Pittsburgh-Southern Railroad Company (1878)
Brig. General Thomas J. Stewart, National Guard of Penna.	Charles M. Schwab
Harry A. Wheeler, of Chicago, President Chamber of Commerce, U.S.A.	Samuel Rea, President Pennsylvania Railroad Company
Julius H. Barnes, President Chamber of Commerce, U.S.A.	General W. W. Atterbury, Vice President, Pennsylvania Railroad Company
	Daniel Willard, President Baltimore & Ohio Railroad Company

Among the organizations which have been entertained by the Chamber of Commerce are:

Chamber of Commerce of Croyden, England
 Rivers and Harbors Committee of Congress
 Philadelphia Commercial Museum, Advisory Board, Mexican, Central and South American Members
 New York Coal Exchange
 Western Pennsylvania Associated Dailies
 Delegation, Interstate Inland Waterway League of Louisiana and Texas
 Delegation from Clarksburg, W. Va.
 National Rivers and Harbors Congress
 Delegation from West Virginia
 Association for Standardizing Paving Specifications
 National Association of Cement Users
 International Association for Testing Materials
 International Congress of Chambers of Commerce
 International Association for Prevention of Smoke
 Delegation to Pan-American Financial Congress
 Arkansas Trade Boomers
 Businessmen from Tulsa, Oklahoma
 Border Chamber of Commerce of Windsor, Ontario
 Businessmen from Georgia
 Industrial Conference Congress

Celebrations



D. P. BLACK
1914-1916

1885. The celebration of the completion of the Davis Island Dam in October, carried out under the special direction of the Chamber was one of the most impressive river demonstrations ever witnessed on the Ohio River. Steamboats of all descriptions, headed by the flagship in command of the acting admiral, the chairman of the Chamber's special committee, proceeded from the Monongahela wharf to the dam in

naval formation and returned to the city. Another celebration had marked the laying of the cornerstone for this dam two years before.

In 1888 the Chamber actively participated in the observance of the centennial of Allegheny county. Many of its members were members of the committee of the general organization. A large special committee from the Chamber had charge of the display of the various floats and exhibits.

1908. In the sesqui-centennial celebration of the city of Pittsburgh, September 21-26, the participation of the Chamber occupied an entire day, which had been set apart as Greater Pittsburgh Day, in commemoration of its achievements in connection with the new city charter. Thirty-two commercial and civic organizations took part in this one hundred and fiftieth birthday of the city.

1911. The one hundredth anniversary of the first steamboat in western waters was held when a replica of the "New Orleans," bearing that name, was launched from the Monongahela wharf. The ceremonies were attended by President William H. Taft, Nicholas Longworth, member of Congress, and Mrs. Longworth. After the launching, the "New Orleans" steamed down the Ohio River, arriving at the port of New Orleans about November 1st, where it was met by a

large fleet of steamboats. The representatives of the city of Pittsburgh, State of Pennsylvania, the Chamber of Commerce of Pittsburgh, and the Historical Society of Western Pennsylvania, were entertained.

1916. In the celebration October 31 to commemorate the incorporation of the city, the Chamber provided a float, carrying on a low vehicle drawn by six horses, decorated with the city colors, a miniature of the Chamber of Commerce building, from the various points of which streamers were carried by marchers of ten lines, each marcher carrying a banner denoting the activities of the Chamber.

1922. The Chamber, eight years before, recommended action toward securing a bust of the British Premier, William Pitt, Earl of Chatham. Sir Charles Wakefield, former lord-mayor of London, was the donor of the bust to the city of Pittsburgh, and it was installed with appropriate ceremonies in the hall of the City-County Building on May 9, Sir Charles Wakefield attending the celebration and making the presentation. The banquet held in honor of the English visitors on that occasion was a notable event in the city's history.

In the same year the Chamber participated in the observation of Safety Week, October 22nd to 28th, conducted by the Western Pennsylvania Division, National Safety Council. A business men's safety meeting was held in the auditorium on Monday the 23rd and a float provided in the monstrous safety parade of which a director of the Chamber was Marshal.

Stephen Collins Foster

The Chamber of Commerce has always shown a proper pride in the career of the wonderful son of Pittsburgh whose songs have carried the fame of the city around the world. When it was learned that the sister state of Kentucky was about to dedicate a memorial to the man who had written "My Old Kentucky Home," the hymn of that great state, the Chamber took prompt action to see that Pittsburgh took its proper part. The city of Pittsburgh presented a tablet of enduring bronze to be placed upon the walls of the building

at Bardstown, Kentucky, where "My Old Kentucky Home" had been written. The Chamber procured the best portraits of the gifted song writer, and from these a great Pittsburgh painter produced what is believed to be the best likeness of Foster in existence. A committee of the Chamber, headed by the president, joined by representatives of the city government, the Historical Society of Western Pennsylvania, the grandchildren and greatgrandchildren of Stephen C. Foster, residents of Pittsburgh, carried the tablet and portrait to this Foster Shrine at Bardstown, there to be installed on July 4th, 1923, the anniversary of Foster's birth. The governor of Kentucky, the mayor of Louisville, Kentucky's metropolis, prominent officials, committees from the Daughters of the American Revolution, and the Louisville Board of Trade, and representatives of every class of Kentucky's population were present. Each element of the great gathering had its part, but the feature which appealed more closely to the hospitable sons and daughters of Kentucky was the presence of this delegation from Pittsburgh and the eloquence with which they publicly demonstrated the affection in which Stephen C. Foster is held in the community which gave him birth.

Honorary Members

The rolls of the Chamber of Commerce have borne the names of many men who have done much to make Pittsburgh what it is. Many of them possibly were entitled to special distinction, but in its half century of life the Chamber has placed only four men on its Honorary Roll. These were David T. Watson and George W. Guthrie, selected for the great part they played in making the community at the head of the Ohio one city instead of two; Andrew Carnegie, the reasons for whose selection need no explanation, and John A. Brashear, that outstanding example of the opportunities Pittsburgh gives for developing men. All of these have passed on.

Our Own Cornerstone

On July 8, 1916, the cornerstone of the new Chamber of Commerce Building, the present home of the Chamber, was laid with appropriate ceremonies. A luncheon was held at the Fort Pitt Hotel after which a parade headed by adequate bands proceeded from the hotel to the site of the new building by way of Penn Avenue to Sandusky street, to Sixth avenue, to Wood street, to Fifth avenue, to Smithfield street and Seventh avenue. An invocation was offered and addresses delivered by the President of the Chamber and other speakers. A box containing records and relics, after being sealed, was placed in position by one of the past presidents of the Chamber, the contents of the box comprising a copy of the Bible; the Chamber of Commerce Charter and its existing by-laws; the current annual report of the Chamber and list of its members; a souvenir book giving a brief history of the Chamber; a map and photograph of the city; statistical pamphlets, newspapers, a municipal handbook containing a roster of city officials; flags of the United States, State of Pennsylvania and the City of Pittsburgh; and the current coins of the United States.

Facilities and Service



ROBERT GARLAND
1916-1918

DINING ROOM. In the dining room, having a seating capacity of about six hundred, luncheon is served daily and as many as nine hundred individual meals have been served in ninety minutes, without detriment to the general excellence of the service.

BILLIARD ROOM. The billiard room, approximately sixty-five feet square, contains nine billiard and pool tables with all necessary equipment and is a

very popular resort, particularly in the middle of the day.

READING ROOM. Files of the principal daily newspapers are maintained, and the current trade and financial journals, as well as the popular standard magazines, are at all times available to members.

CHAMBER BRANCH OF CARNEGIE LIBRARY. In the Chamber's branch of the Carnegie Library of Pittsburgh, established April 1920, where every member is entitled to a card, there is immediate access to more than a thousand volumes, which are changed from time to time, and any of the 500,000 volumes of the Carnegie Library, requested one day, are available the next. Thousands of books have been sent from the main library on special request and the circulation and registration show a strong, steady growth. This library has developed into a center for reference books and information which are secured personally and by telephone daily.

CHAMBER OF COMMERCE CHORUS. The Chorus is composed of forty of the best trained male voices in the city of Pittsburgh, all of whom are professional soloists and members of the Chamber. They hold concerts for the membership of the Chamber and furnish entertainment on special occasions.

AUDITORIUM AND COMMITTEE ROOMS. In the auditorium, with a seating capacity of six hundred, the various committee

rooms and private dining rooms, abundant facilities are afforded for the transaction of business every hour of the day.

The rooms and facilities of the Chamber's headquarters in which its manifold activities are carried on have also been utilized by official bodies of the United States, State of Pennsylvania, City of Pittsburgh, County of Allegheny, by civic, educational and charitable organizations and by industrial, commercial and scientific groups, many of which are named below.

- | | |
|----------------------------------------------------------|---------------------------------------------------------|
| Joint Committee of the House and Senate of Pennsylvania. | Live Stock Sanitary Board of Pennsylvania. |
| Interstate Commerce Commission. | Pennsylvania State Medical Society. |
| United States Engineers. | Public Service Commission of the Commonwealth of Penna. |
| Bureau of Mines Regulation. | Industrial Traffic Managers' Association. |
| Public Service Commission. | Manufacturers' and Dealers' League. |
| U. S. Food Administration. | Mine Safety Appliance Co. |
| Tariff Commission. | Bertha Consumers Company. |
| Four-Minute Men Committee. | National Independent Traffic League. |
| Federal Fuel Administration. | Committee of Contractors and Builders' Supply Dealers. |
| Liberty Loan Committees. | American Specialty Manufacturers Association. |
| American W. S. S. Committee. | Coal Mining Institute of America. |
| Committee on War Industries Board. | Pittsburgh Builders' Exchange. |
| War Camp Community Service | Pennsylvania Industrial Leaders' Association. |
| Ordnance Department, Pittsburgh District. | Industrial Accidents Commission. |
| Council of National Defense. | Academy of Science and Art of Pittsburgh. |
| U. S. Civil Service Commission. | Associated Charities of Pittsburgh. |
| Power and Fuel Committee. | Childrens' Aid Society of Allegheny County. |
| War Resources Committee. | Civic Club of Allegheny County. |
| War Production Committee. | Pittsburgh and Allegheny Milk and Ice Association. |
| United War Work Campaign Committee. | Pittsburgh Clearing House of Charitable Information. |
| Federal Community Labor Board. | Pittsburgh Playground Association. |
| Ordnance Financial Managers. | |
| Exhibit of Personnel Division of the U. S. Army. | |
| Federal Trade Commission. | |
| Public Utilities Commission. | |
| State Industrial Board. | |
| Department of Labor and Industry. | |
| Boroughs and Townships of Allegheny County. | |

- Western Pennsylvania Hospital
 Board of Directors.
 Young Men's Christian Association.
 Central Council of Charitable and
 Philanthropic Agencies.
 Duquesne University—Class of
 Finance and Accounts.
 Federation of Girls' Schools So-
 cieties of Pittsburgh.
 School of Education—Garden
 Contest.
 Smoke and Dust Abatement
 League.
 Travelers' Aid Society.
 Big Sisters of Pittsburgh.
 Fire Prevention Meeting.
 Historical Society of Western
 Pennsylvania.
 National Safety Council.
 National Conference Charities and
 Correction.
 Pittsburgh League of Nursing
 Education.
 American Red Cross.
 West. Penna. Hospital Annual
 Meeting.
 Pittsburgh Teachers' Association.
 Armenian and Syrian Relief Com-
 mittee.
 Childrens' Service Bureau.
 Boy Scouts.
 Graduate Nurses' Association.
 State College of Pennsylvania.
 Cornell Alumni Association.
 Carnegie Institute of Technology.
 Co-operative Welfare Association.
 Pennsylvania State Chamber of
 Commerce; Agricultural Direc-
 tor.
 School Principals.
 Board of Public Education.
 Carnegie Tech Alumni.
 Princeton Alumni Association.
 University of Pittsburgh.
 United Hebrew Relief Association.
 New Covenant Mission.
 Allied Charitable Organization.
 Homeopathic Medical Society
 Convention.
 Northern Baptist Laymen Con-
 ference.
 Delegate of the Fatherless Chil-
 dren of France.
 Special Committee Pittsburgh
 Hospitals.
 Home for Babies.
 Mutual Benefit Agency.
 Mothers' Pension League.
 National Educational Association.
 Public Health Nursing Associa-
 tion.
 Pittsburgh Law School.
 Social Workers.
 Reunion of Class of 1894, Uni-
 versity of Pittsburgh.
 Pittsburgh League of Nursing.
 Allegheny County Directory for
 Nurses.
 "Babies Day" Committee—Milk
 and Ice Fund.
 Pittsburgh Memorial Art Club.
 Graduate Nurses' Association.
 Superintendents of Pittsburgh
 Hospitals.
 Duquesne University.
 China Famine Fund.
 Council of Social Agencies.
 Chronicle Telegraph Milk and Ice
 Fund.
 Salvation Army.
 Syracuse University.
 Pittsburgh Public Schools.
 American Sociological Society.
 Massachusetts Institute of Tech-
 nology.
 Children's Home Society.
 Japanese Relief Fund.
 Federation of Jewish Philanthro-
 pies.
 Westinghouse Technical Night
 School.
 Music Week Committee.

- Pittsburgh District Council for Immigrant Education.
 Pittsburgh School of Accountancy.
 Housing Conference.
 Merchant Tailors.
 Cigar and Stogie Manufacturing Association.
 Jewelers' 24-Karat Club of Pittsburgh.
 Pittsburgh Publicity Association.
 Pittsburgh Typothetae.
 Realty and Taxpayers' Association.
 Pittsburgh Property Owners.
 Shippers' Conference.
 Retail Merchants' Association.
 Bankers' Club of Pittsburgh
 McColloch Drug Co.
 Retail Grocers' Protective Union.
 Fort Pitt Supply Co.
 Retail Credit Men's Association.
 Duquesne Light Company.
 Pittsburgh Booksellers' and Stationers' Association.
 Forsythe Chemical Co.
 Edward E. Rieck Co.
 Pittsburgh Plate Glass Co.
 Natural Gas Supply Men.
 American Institute of Electrical Engineers (Pittsburgh Section).
 Pittsburgh Paint Club Credit Bureau.
 Electric League.
 Photo Engravers.
 Waterways Convention.
 Bell Telephone Company.
 Paint Manufacturers.
 Woman's Federal Oil Company.
 Kilton Optical Company.
 Air Craft Production Lecture.
 American Sheet and Tin Plate Co.
 Talking Machine Dealers' Association.
 Central District Telephone Co.
 Macbeth-Evans Glass Co.
 Natural Gas Association of America Convention.
 Rosenbaum Company.
 Bankers' and Business Men (War Taxes—W. S. S.)
 Commercial Council.
 Wholesale Grocers' Association.
 Jones & Laughlin Steel Co.
 Wholesale Oleo. Men.
 Fairmont Creamery Company.
 Pittsburgh Commercial Club.
 Allied Fire Insurance Company.
 Pennsylvania Lines (Superintendent Labor and Wage Bureau).
 Employers' Association.
 American Association of Engineers.
 Meyer-Jonasson Co.
 Atlantic Refining Club.
 Tri-State Dairy Association.
 National Truck Owners' Association.
 Pittsburgh Institute of Accountants.
 Union Employing Printers.
 American Grocers' Association.
 Iron Roll Association.
 Johns-Manville Co.
 Wholesale Shoe Jobbers.
 Fairbanks Company.
 Lakewood Engineering Co.
 Pittsburgh Lumbermen's Club.
 Stewart Dental Mfg. Co.
 Keystone Sand & Supply Co.
 Purchasing Agents' Association.
 Brick Manufacturers' Convention.
 Hemingway Agency.
 D. L. Clark Company.
 Pittsburgh Crane & Equipment Co.
 Pittsburgh Milk Dealers' & Producers' Association.
 National Metal Trades Association.
 Ohio River Sand Company.
 Music Industries Association.
 American Magnetic Industry.
 Employers' Association.

- Pittsburgh Association of Credit Men.
 Green Ridge Apple Orchard Tract Owners.
 Pittsburgh Coal Exchange.
 Philip Carey Company.
 Ford Motor Company.
 Edward A. Woods Company.
 American Bridge Company.
 Frost-Norton Motor Car Company.
 Iron City Electric Company.
 The Associated Companies.
 C. L. Sullivan Company.
 Dilworth Company.
 Custer Peak Copper Company.
 Eugene Herzog Company.
 B. K. Elliott Company.
 Pittsburgh Wholesale Coal Association.
 American Window Glass Company.
 Elevator Mfg. Association.
 American Face Brick Association.
 Pittsburgh Leather Dealers' Association.
 Retail Lumber Dealers.
 Contractor's Dealers' Association.
 American Welding Society.
 West Penn Power Company.
 American Refractories Association.
 Sheet and Tin Plate Mfrs.
 Industrial Cost Association.
 Frick & Lindsay Company.
 Pittsburgh Manganese Corp.
 International Stewards' Association.
 Polar Water Company.
 Royal Typewriter Company.
 Reymer & Brothers, Inc.
 Pittsburgh Paint & Varnish Club.
 National Council of American Importers & Traders.
 Piano Merchants' Association.
 Tobacco Jobbers of Western Penna.
 Pittsburgh Advertising Club.
 Office-Appliance Managers' Association of Pittsburgh.
 Allegheny County Laundry Men's Association.
 Bishop-Bowman Institute—Alumnae and Associate Members.
 College of Physicians of Pittsburgh.
 Consumers' League of Western Penna.
 Congress of Women's Clubs of Western Penna.
 Council of Jewish Women.
 Equal Franchise Federation.
 Housekeepers' Co-operative Assn.
 Mental Hygiene Conference and Exhibit.
 New Era Club.
 Phoebe Brashear Club.
 Pittsburgh Eisteddfod Assn.
 Pittsburgh Publicity Assn.
 Women's Historical Society of Penna.
 International Kindergarten Union.
 Business Women's Christian Council.
 Little Mothers' Inn.
 Odontological Society of Pittsburgh.
 Outlook Alliance.
 Pittsburgh Association of Freight Traffic Clerks.
 Universal Peace Federation.
 Volunteer Firemen of Allegheny County.
 Audubon Society of Western Penna.
 Homewood Cemetery Corporators.
 Knights of Malta, Ben Hur Commandery.
 Knights Templar.
 League to Enforce Peace.
 Pittsburgh Vacant Lot Garden Association.
 Western Pennsylvania Exposition Society.

- Sons of American Revolution.
 Pittsburgh Committee-Commission on Car Service.
 Cotter Club.
 Women's Home Missionary Society.
 Kiwanis Club.
 American Institute of Architects.
 Moral Risk Club.
 Pittsburgh Association—American Society of Civil Engineers.
 American Association of Engineers.
 Rotary Club.
 Fellows Club.
 Associated Companies.
 Illuminating Engineering Society of Pittsburgh.
 Protective Home Circle.
 Curb Market.
 Dames of Malta.
 Italian Press Commission.
 Soldiers' Advisory Association.
 Wild Life League.
 Philatelic Society.
 Country Grange Association.
 Tele Boys' Bird House Club.
 Railway Club.
 S. A. E. Fraternity Alumni.
 British Empire Day Association.
 Hearing on Head and Eye Protection Code.
 Concordia Club.
 Beta-Theta-Pi.
 American Society of Heating and Ventilating Engineers.
 Public Safety Council.
 Inside Association.
 Pittsburgh Life Underwriters' Association.
 Iowa Society.
 Fire Prevention Commission.
 Flood Commission of Pittsburgh.
 Lancaster County Association.
 Western Penna. Veterinary Club.
 Veterans of Foreign Wars.
 Printers of Pittsburgh.
 Penn State Alumni.
 Bucknell Alumni.
 Pittsburgh Real Estate Board.
 Master Printers' Association.
 Spanish American War Veterans.
 Pittsburgh Architectural Club.
 Japanese Parliamentary Mission.
 Pittsburgh Field Club.
 Western Conference Association.
 Telephone Society.
 Pittsburgh District Commercial Organization Secretaries.
 Bureau of Engineers.
 Aero Club of Pittsburgh.
 Guernsey Breeders' Association.
 Pittsburgh Freight Committee.
 Pittsburgh Institute of Architects.
 Allegheny County Agricultural Co-operative Association.
 Western Penna. Humane Society.
 Palestine Conference.
 Chi Phi.
 Delta Upsilon.
 University of Penna. Alumni.
 Gamma Omega Club.
 American Legion.
 Sigma Alpha Upsilon.
 Wednesday Club.
 Phi Kappa Sigma.
 Co-operative Club.
 Westmoreland Country Club.
 George Junior Republic.
 Williams College Alumni.
 High-Noon Club.
 Pittsburgh Stamp Club.
 Islam Grotto.
 Optimists Club.
 Syracuse Alumni.
 Northwestern University Alumni.
 Adman College Alumni.
 Western Pennsylvania Trap Shooters' Association.
 W. & J. Alumni.
 West Penn Tennis Club.
 Basket Ball Association.
 Minnetonka Canoe Club.
 Pennsylvania Sportsmen's Club.

Lambda Chi Alpha.	Citizens' Committee on City Plan.
Independent Order B'Nai B'Rith.	Allegheny County Medical Society.
State Horticultural Association.	Association of Police Chiefs of Pennsylvania.
Pittsburgh Personnel Association.	National Guard Association.
Babson's Statistical Organization.	Annexation Association of Boroughs.
Industrial Physicians' and Surgeons' Conference.	Allegheny County Road Supervisors' Association.
Bureau of Smoke Regulation.	Penn Avenue Improvement Association.
Committee on Public Safety for Allegheny County.	
Allegheny County Farm Bureau.	

Statewide Cooperation

At a meeting held in Harrisburg, April 6th, 1922, attended by the Pennsylvania State Chamber of Commerce and other Chambers of Commerce, the Pittsburgh chamber was represented by a special committee. The subjects under consideration were "The Assessment and Collection of Local Taxes," "City Zoning," "Borough Annexation," "Home Rule Amendment," "The Agriculture Industry," and "A State Budget for Pennsylvania," the latter being of particular interest and strongly supported by the Pittsburgh chamber.

Affiliations

The Pittsburgh Chamber has held continuous membership in the Chamber of Commerce of the United States of America since its organization in 1912, through which our Chamber participates in matters of national and international import. In April, 1912, when this Chamber received an invitation from the United States Secretary of Commerce and Labor to be represented at a conference to be held in Washington in April of that year to consider the formation of a central organization of chambers of commerce which had been suggested by the president of the United States, prompt action was taken and delegates appointed. Realizing the importance of this great movement and the desirability of an early and effective organization of the proposed national body, this Chamber's committee prepared and presented to the convention a plan for its organization, and

offered some suggestions for the effective management of the organization contemplated. The plan was given the name of the Pittsburgh Plan and printed copies of it were distributed at the convention, which met in the New Willard Hotel in Washington, on the morning of Monday, April 22, 1912, and was attended by 700 delegates from 392 organizations. The president of the Pittsburgh Chamber was elected chairman of the Committee on Credentials, and another member of the Pittsburgh delegation was elected a member of the Committee on Organization from Pennsylvania and presented on the floor the Pittsburgh plan prepared by the Chamber of Commerce of Pittsburgh. After many hours of consideration and discussion this plan was adopted, practically, in its entirety, and reported to the convention where it was adopted as the plan of the organization of the Chamber of Commerce of the United States of America. Another member of the Pittsburgh delegation was unanimously elected a director of the new organization and afterwards made a member of its executive committee, while still another member of this delegation was chosen as Counsel. The organization was approved by the Chamber of Commerce of Pittsburgh, and its membership therein, which was then taken out, has continued uninterruptedly ever since.

At the organization meeting of the State Chamber in Harrisburg, a strong delegation from the Pittsburgh Chamber was in attendance and members of this Chamber have from that time been represented on the board.

The Chamber, through its membership in the International Chamber of Commerce, is kept in constant touch with questions of world trade, upon which it expresses the views of Pittsburgh.

Close cooperation is also maintained on special activities through affiliation of the Chamber with the Ohio Valley Improvement Association, the Mississippi Valley Association, the National Rivers and Harbors Congress, the National Industrial Traffic League and other similarly organized bodies.

War Activities



GEORGE S. OLIVER
1918-1920

WHEN the United States entered the World War, on April 6, 1917, the Chamber had already mobilized its activities in order to cooperate in the fullest measure with all the undertakings originating in this city in behalf of the government, it having been recognized as a foregone conclusion that sooner or later the United States would be drawn into the great struggle. It was in the rooms of

the Chamber that the Pittsburgh Chapter of the American Red Cross was formed. A director of the Chamber was elected its first president and several other directors were appointed on its board.

Before the country entered the war some members, who had refused to wait, were already in their country's service when war was formally declared by Congress. Within six weeks after America actively entered the war, there were forty stars in the Chamber of Commerce service flag.

In May, 1917, within a few weeks after the United States entered the war, the Chamber took up its headquarters in the new Chamber of Commerce building, which afforded ample facilities for carrying on complete cooperation with the government. About this time the Committee on Public Information was established, a principal activity of which was the creation of the division of Four-Minute Men, a local organization of which was promptly formed in the Chamber.

During the war the membership of the Chamber increased more than 100 per cent., the business men of Pittsburgh having realized that the patriotic support of its leading civic and commercial body was the one means of stabilizing patriotic effort in the community.

On recommendation of its committee appointed to assist the Pittsburgh Chapter of the American Red Cross, the Chamber agreed to appoint a committee to secure pledges from different members, in a position to do so, to take on additional employees from among families of soldiers and sailors needing or desiring such work and the committee was also empowered to extend its efforts beyond the scope of the Chamber's membership.

On a suggestion made by the director of the United States School Garden Army, the Chamber agreed to continue its cooperation in the garden movement and appropriated \$200 for prizes for the encouragement of school and war garden activities.

On May 24, 1917, a meeting, attended by more than three hundred representative citizens, held in the auditorium, organized the Council of National Defense for Allegheny County, the executive committee of which had been appointed on March 21st of that year. A committee was appointed to coördinate the State's energies and resources with the Federal government for the prosecution of the war, and a former president of the Chamber was appointed chairman.

On information received from the chairman of the Allegheny County Council of National Defense, a former president of the Chamber, that the National Committee on Public Safety had appointed the Pennsylvania War History Commission to make a permanent record of the military, economic and civic participation of the State of Pennsylvania in the World War, the Chamber heartily endorsed the work of the Commission and urged all manufacturers and business men to cooperate by contributing the necessary data to enable the Commission to make proper record of the tremendous work done by the State of Pennsylvania and its citizens toward the winning of the great war.

On October 15, 1917, conferences were held in the Chamber rooms between Pittsburgh manufacturers and labor leaders and Sir Stephenson Kent, K.C.B., H. W. Garrod, and Capt. Cyril Asquith, representing the Labor Supply and Regulation Department of Great Britain, regarding mutual cooperation in the maximum production of munitions and materials for war purposes, for transportation, and service of

every nature, with a view to the greatest possible joint efficiency and dispatch.

In August, 1918, when a circular letter from Provost Marshal General Crowder was received regarding the next draft of men from 18 to 45 years of age, copies of the same were sent to each member.

In April, 1919, a communication was received from the Chamber of Commerce of the United States suggesting co-operation with the Federal Board of Vocational Education in the matter of securing for returning disabled soldiers, sailors and marines, employment in their former positions or in new industries, and the chairman of the Federal Board for Vocational Education was invited to come to Pittsburgh, April 30th, for a conference.

War Industries Board

In June, 1918, the Chamber received a request from the War Industries Board to organize the Pittsburgh region and called a meeting which was held in the auditorium on June 12, attended by nearly 400 representatives of chambers of commerce and manufacturers of the Pittsburgh region which had been so designated by the War Resources and Conversion Section of the War Industries Board. By an unanimous vote, the then president of the Pittsburgh Chamber was recommended for director of the Pittsburgh region and empowered to appoint a business manager and advisory board for the Pittsburgh sub-region. He was officially designated Regional Advisor, and one of his first actions was to appoint a War Resources Committee, of which the chairman of the Chamber's Committee on Trade and Commerce (the previous president of the Chamber) was made chairman.

The territory represented in this region constituted a total of eighty-nine counties of Western Pennsylvania, the entire state of West Virginia, and portions of Ohio and Maryland, all of which constituted region No. 5 of the resources and conversion section of the War Industries Board. The region was divided into thirteen subdivisions, in each of which was created an organization similar to the one arranged for

the entire region. An advisory board, composed of leading manufacturers, representatives of the various industries of the region, was also appointed. A War Production Committee, composed of the representatives of the United States government located in the Pittsburgh district, was also appointed to consider general problems affecting production for government purposes and to promote the most prompt and efficient functioning of industrial operations incident to war production, including the adjustment of difficulties connected with the supply of fuel and power, transportation of workers to munition plants and dealing with the epidemic of influenza which swept the country in October, 1918. A prominent feature of this committee's work was the hastening of the repair, by the government, of a dam in the Allegheny River, for the supply of water to manufacturing plants; and the securing of a relaxation in the stringency of rules regarding the building of roads, to promote transportation of war materials.

A most valuable adjunct to these activities was the effective efforts of the joint committee of the Chamber of Commerce and the Employers' Association of Pittsburgh on the conservation of power and fuel in the Pittsburgh district, of which the present president of the Chamber was Chairman. Upon request of Mr. Potter, of Philadelphia, representing the State of Pennsylvania, the Chamber suggested the appointment of one of its members to represent the western district in coal conservation, and the appointment was made.

War Gardens

The neglected condition of agricultural land in the vicinity of Pittsburgh was for years the subject of considerable study by the Chamber's Committee on Education, which recommended, in April, 1915, that in conjunction with the Committee on Food Supply, there be formed a Committee on Agricultural Development, to take up the question of vacant lot cultivation, with a view to developing public interest in agricultural pursuits, while at the same time providing health-giving recreation for business employees, profitable employment for the poor, and the ultimate creation

of interest in agriculture that would revive cultivation of some of the unused lands in the Pittsburgh district.

The committee's plans were approved and an appropriation was made for the promotion of vacant lot cultivation. Owners of vacant land in the city promptly donated the use of their lots for this purpose, a superintendent was employed, boards of trade and civic bodies, together with many women's clubs, were interested and actual operations on the ground were commenced at once by a few enthusiastic workers.

In three successive years the work achieved results far beyond expectations and during the season of 1917 there were cultivated 1,186 gardens, at a total cost of \$4,459.50 for all purposes, including superintendence, seeds and plants, fertilizing, fencing and posting, and the yield therefrom was valued by a city produce merchant at consumers' cost at \$41,000. This yield would have reached \$50,000 but for an unusually early frost in September, which destroyed a large part of the second crops. The operations extended over the city and many of its suburbs.

The Liberty Loans



MARCUS RAUE
1920-1922

DURING the fifty years of its existence the Chamber of Commerce has turned out as a body on three occasions, namely:

The laying of the cornerstone of the present home;

For the purpose of stimulating the sale of liberty bonds;

On the celebration of the first Armistice Day.

When the United States government announced its intention, in 1917, to float a bond issue to be known as the Liberty Loan, the Chamber promptly recommended that its members, employers of labor, be urged to bring this loan to the attention of their employees in order that they might become purchasers of the bonds; that employers make subscriptions for these bonds, in their own names, and in such blocks as might through their efforts be placed with their employees, and that the sale of bonds to employees be made on the instalment basis, if necessary. Copies of these recommendations were printed and sent to the members.

In 1918 when the ownership of bonds by all classes and conditions of people opened up to fraudulent promoters a fertile field for the exchange of worthless so-called securities for the bonds the Chamber called upon its members to endeavor to persuade all people not to exchange their bonds and proffered its aid to the authorities toward securing prosecution of imposters, and the daily newspapers were requested to print an announcement of this action.

In May, 1919, it having been found that there were large numbers of people not sufficiently informed of the nature and value of Liberty bonds and their earning value as an investment, the Chamber suggested to the governor of the Federal

Reserve Board that literature be published to enlighten such people and urge them to hold their bonds until maturity. The proposition was submitted to and approved by the assistant secretary of the Treasury, and by him referred to the Treasury's Liberty Loan organization, the director of which wrote to the Chamber that the circular proposed would not interfere with any work of the Treasury Department, and would have a better effect with the people if issued by the Chamber than would an official statement or circular.

An appeal to the people to hold their bonds was therefore prepared by the Chamber and printed in four languages. The text of the appeal was submitted to and approved by the director of the War Loan organization, Treasury Department, Washington, D. C., who wrote, "I wish to thank you for your letter of February 28th, enclosing the text of the appeal of the Chamber of Commerce to holders of Liberty bonds. Your activities in this campaign are very helpful to the Treasury Department." Two hundred and fifty thousand copies of this appeal were printed and sent to employers for distribution to their employees.

On the issue of the second Liberty Loan the Chamber formed a division, led by a band, in the Liberty Loan parade, on October 13, 1917, each member carrying an American flag and wearing a badge. In the closing days of this campaign a special meeting was held and an additional subscription of \$782,000 secured in a few minutes from the members though the majority had already subscribed more than their quota.

At the request of the Women's Liberty Loan committee permission was granted for the sale of Victory Liberty Loan Bonds in the lobby of the Chamber. This was the only time that the sale of anything was permitted on the premises of the Chamber.

Four-Minute Men

In August, 1917, the Chamber authorized the organization of a branch of the "Four-Minute Men" (speakers), as suggested by the Chamber of Commerce of the United States, for the purpose of assisting the United States government committee on public information in keeping the public informed regarding the prosecution of the war.

In November of the same year, the State public defense committee requested that this organization become the Allegheny County representation of the State of Pennsylvania and continue its headquarters in the Chamber, the State committee to provide clerical assistance to perform additional detail work. The Chamber acquiesced in the suggestion, subject to the approval of the Federal government's committee on public information.

On January 11, 1918, the Four-Minute Men, more than three hundred in number, were entertained at dinner by the Chamber in appreciation of the splendid work performed by that body.

Living Signer of the Charter Application

During the period that arrangements were being made for the celebration, a very interesting letter was received from William Steinmeyer, the one living member who signed the application for the charter.

Pittsburgh, Pa., November 12, 1924.

Mr. A. L. Humphrey, President,

The Chamber of Commerce of Pittsburgh,
Pittsburgh, Pa.

My Dear Mr. Humphrey:

The approaching celebration of the Fiftieth Anniversary of the organization of the Chamber of Commerce of Pittsburgh brings vividly to my recollection that I had the honor to be one of the signers of the petition for incorporation of the Chamber in 1876. What a mighty oak has grown from the acorn of that day!

While it has not been my fortune to take personal part in many of the Chamber's activities of recent years, I have always followed the proceedings with great interest and am proud of the commanding position the Chamber has achieved.

Being (as I am informed) the only living member who signed the Chamber's application, I beg to extend my hearty congratulations, and to express the hope and belief that the results of the next fifty years may be even more satisfactory than those of the period just closing.

Yours very truly,

(Signed)

W. STEINMEYER.

Semi-Centennial Celebration



WILLIAM M. FUREY
1922-1923

ARRANGEMENTS for appropriate ceremonies in observance of the fiftieth anniversary of the Chamber of Commerce of Pittsburgh were, by the Board of Directors, placed in the hands of a special committee, comprising Robert Garland, chairman; William H. Davis, vice-chairman; William H. Stevenson, General Albert J. Logan, and John B. Barbour.

The committee decided that there should be published, under the title of "Fifty Years of The Chamber of Commerce of Pittsburgh," a partial record of some of the outstanding accomplishments of the organization, also that two gatherings be held: The first a reunion of old and new members in the rooms of the Chamber, on Saturday, December 6th, and a reception and dance in the Syria Mosque, on Monday, December 8th, 1924, to be attended by members and their families.

The reunion on the first day in the home of the Chamber was attended by hundreds of members, old and new, some of them dating back to the earliest years of the life of the organization, and others ranging along the succeeding years up to the present. Luncheon was served in the great banquet hall of the Chamber, and was the scene of many greetings and happy meetings when reminiscences of personal, municipal and historical activities were indulged in.

Following luncheon the party reassembled in the auditorium and the meeting was called to order by Chairman Robert Garland, of the Semi-Centennial Committee, who presented Royal E. Cook, vice-chairman of the Membership Committee, as chairman of the occasion. After a few appropriate remarks Chairman Cook presented A. L. Humphrey, president of the Chamber:

MR. HUMPHREY

It gives me great pleasure to welcome you on this memorable occasion, the fiftieth anniversary of the formation of our organization; and in congratulating you upon this event which reflects so gloriously a career of half a century, it might not be out of place to take this opportunity to give expression to a few thoughts respecting our association, especially with reference to our membership.

Our organization has arrived at what we may justly designate the zenith of its history. In reaching the fiftieth annual milestone of its existence we can point with pride to its long, honorable and successful record. It must give us all a feeling of profound gratification if we contemplate the achievements of our association, and we have every reason to look forward into the future with a cheerful hopefulness that we shall accomplish a great deal more.

As we enter upon the threshold of the second half-century of activity we have the satisfactory conviction that our society is larger than it has ever been, it is stronger in the enthusiasm and energy of its membership, and it wields a power and influence in the affairs of this community that cannot be over-estimated.

This Semi-Centennial anniversary of our organization appears to me as an occasion which gives us many causes for felicitations. We can rejoice in the thought of what our founders and predecessors have already accomplished. We can congratulate ourselves upon our possession of the power to realize further achievements, and it must give us a sense of profound pleasure to know that our strength, our influence, our efforts are all directed toward one goal, to further the welfare and best interests of our fellow citizens.

While a membership in the Pittsburgh Chamber of Commerce has always been a position of more or less distinction, I feel that today it is a great deal more. At present a membership in this Chamber of Commerce offers the most far-reaching possibilities for doing something worth while in the interest and for the benefit of our fellow citizens. In our united efforts for the civic betterment and physical advancement of the Pittsburgh district in industry, finance, business,

commerce and education our opportunities are tremendous. Consider the influence of our trade tours in the surrounding neighboring states, and the effect they promise in the future. In our association with thousands of the best citizens in Pittsburgh we are offered the opportunity of getting better acquainted with each other. We meet here in social functions to play together, to amuse ourselves together, and this friendly intercourse opens an avenue for a better understanding of the aims and aspirations of those whom we meet on the street or in business. It is not infrequent that competitors and even bitter rivals in trade come here together and in the course of time a friendship is formed that results in mutual respect and advantage.

To me it seems that the coming here together, to eat, to play, to sing, to laugh and exchange stories, has been the means of cementing the thousands of members in our associations into a real brotherhood, the activities of which cannot help but produce many manifestations of good will, of good fellowship, of cooperation that are bound to result in a better mutual understanding from which the entire body of our citizenship must derive many benefits.

To me a membership in this organization also involves grave responsibilities and a very sacred trust. By the strength of our numbers and by the power of our influence we can wield a mighty sword to destroy the evil, and we can wave a wand of magic to produce what is good. In this strength and in this power may lie either a curse or a blessing, and it is there our responsibility begins. It is therefore, imperative to me that in all our deliberations, in all our actions, in all our movements, we never allow ourselves to be actuated by any other motive, by any other aim, except to help each other and to do good to the largest number.

I do not wish to take up your time to enumerate the many incidents where the power and the influence of this organization have been manifested in a marked degree. The effects have been evident in many directions. The child that was born fifty years ago has grown into a mighty, powerful giant. The organization that was formed in a most modest manner, in an unpretentious environment has expanded until our association

is one of the largest in this country, occupying as its home these magnificent halls and rooms which are the visible illustration of our growth and our success. To maintain this success of the past, and to perpetuate the traditions established by the founders of this Chamber is their legacy. It is our sacred trust, which devolves upon us the duty to guide and direct its destinies so that our efforts will have one result: the progressive development of Pittsburgh and the moral as well as material advancement of its citizenship.

The chairman then presented General Albert J. Logan, the oldest living Past President and a present director.

GENERAL LOGAN

It is a privilege and a pleasure to me to have been permitted to not only be a member, but to have served for so many years as a Director of this great Chamber of Commerce. It may be interesting to you to know what caused me to become interested and to associate myself with the Chamber many years ago.

The Chamber had been very active in urging the government to build the Davis Island Dam, which provides a navigable stage of water at the Pittsburgh wharfs during all seasons of the year. On the occasion of the completion of this work in 1885 the Chamber was the leader in arranging for the celebration of that event. The demonstration was held on the river, and was made up principally by a fleet of five of the largest packets then in service on the three rivers, the flagship being commanded by Captain Charles W. Batchelor. The steamer Elizabeth was one of the other boats chartered for the occasion by the Pittsburgh and Allegheny Furniture Exchange, of which I happened at that time to be secretary. That caused me to have considerable to do with the details of arranging for the celebration, and to become acquainted with some of the men that were the leaders in the management of the Chamber at that period, such men as George A. Kelly, James B. Scott, John B. Jackson, Reuben Miller, Captain Charles W. Batchelor, S. S. Marvin, W. R. Thompson, John F. Dravo, John H. Ricketson, S. L. McHenry, Captain W. P. Herbert, Gilbert Follansbee, John

Bindley, and many others of equal prominence in the industrial life of Pittsburgh. I was so impressed with the fact that these men saw fit to give of their time to assist in the directing of the affairs and advancement of Pittsburgh that I felt I wanted to, just as soon as I could, become associated with them.

In 1888 the Chamber conducted the arrangements for the celebration of the centennial anniversary of Allegheny county. In that activity I was again given an opportunity to assist in a minor way. When the Johnstown flood disaster occurred the Chamber was foremost in organizing and following up the great efforts incident to providing for the sufferers in that district. I was also brought into this work. In the fall of 1889 I became a member of the Chamber and in 1891 was elected a member of the board of directors. This personal reference of my association will be pardoned; but it seemed fitting that I should explain why I became interested in the Chamber of Commerce, which has been a most useful organization to this community. We have had all along, during the time that I have been associated with it, as today, dissatisfied citizens, and sometimes members, who criticized its actions and the results accomplished. The Chamber can only take up and study questions affecting the welfare of our community and make its recommendations to those in authority for the bringing about of results. The Chamber does not have the power to enforce measures on which it acts, being only an advisory organization.

Now as to some of the Chamber's movements which have been beneficial to our community and country at large, I might first call attention to the Johnstown disaster, which I have already referred to. On that occasion it was the leaders of the Chamber of Commerce that were first to undertake the raising of funds and the reorganization and reestablishing of livable conditions in the devastated districts of Johnstown. Through its efforts about three-quarters of a million dollars were raised and distributed in that district. Many thousands of dollars, in value of materials, were collected and distributed. From that time in any notable disaster or affliction that has come to any community in our country, the Chamber has been

the leader in collecting funds and producing assistance for the sufferers, up to and including the strenuous World War times, when our great American Red Cross was organized to take care of such needs.

The Chamber has not only given its attention to such matters as I have referred to, but gives continual study to civic matters, endeavoring to formulate sentiment as to the most effective, practical manner of conducting our governmental affairs, the promotion of public improvements, industrial efficiency, and better living conditions.

It was through the Chamber of Commerce that the Lake Erie and Ohio River Ship Canal project was first proposed and the first survey made, demonstrating that it is practicable to connect the Ohio River with the great lakes. This important project, while not yet completed, is still being forwarded by interested members of the Chamber, and it is probable that, before many years, the proper governmental support will be given to this movement, which will be of so much value to the transportation of materials for Pittsburgh.

The Chamber undertook the question of flood prevention and protection and through its effort funds were raised and surveys made which have demonstrated that the great floods due to the overflow of our rivers can be restricted to such an extent that we will not again have the damage to property that we have suffered for so many years. This is another project that requires governmental assistance, and members of this Chamber are still actively pressing it. I have no doubt good results will be accomplished in due time.

Another accomplishment of the Chamber was the progress that was made towards creating Greater Pittsburgh through the consolidation with Pittsburgh of Allegheny City and adjacent boroughs. About 1902, through the efforts of the Chamber, the State Legislature passed the first act to bring into Pittsburgh these municipal units. The measure, however, failed to accomplish the desired results. In 1906, through the effort of the Chamber, legislation was enacted which became effective in permitting the consolidation of Allegheny City with Pittsburgh. That measure provided that the whole district at interest should vote on the question.

The vital importance of the Pittsburgh Metropolitan District and its entire subsidiary community has always been appreciated by the Chamber. To create this district in content, influence and importance will require the cooperation of the many large independent municipalities, townships and boroughs, all more or less dependent upon Pittsburgh.

When this is accomplished and the suburban population added, Pittsburgh will have a larger population than any of its competitive cities, and a greatly enhanced national and international importance, giving it that metropolitan distinction it has earned and deserves.

My hope is to see such a Pittsburgh. My hope and desire are that the million and a half of people of Allegheny county, now more than ever the "state of Allegheny," will intelligently and vigorously unite to accomplish this.

The Chairman then introduced Lawrence E. Sands, chairman of the Membership Committee, the third speaker of the afternoon, who spoke practically as follows:

MR. SANDS

Let us get together today in the spirit of this occasion, because the spirit of the Chamber is upon us and the monition of the half century we celebrate today is "Go forward." Let us get together then in the spirit of Pittsburgh, which always has been PROGRESS; best of all, let us get together in the spirit of this great commercial body, whose heart has always throbbed for Pittsburgh, whose initiative has always been for the uplift, the upbuilding, the expansion of Pittsburgh. The time, the thought, and the tirelessness of the membership of this great organization have been the central idea of this Chamber from the very day of its organization. The physical accomplishments in behalf of the Pittsburgh Chamber of Commerce, by its members, alone entitle it to the confidence and support of this whole community.

We are the successors of those who have thought and wrought for this community and we should feel the responsibility of carrying on, in their names, and in their memory. The majesty and meaning of this membership, in its numbers, its influence and importance, concentrated in mass action in

behalf of a big forward movement for this community, mean more than I might even intimate.

We need cooperation more than anything else, a get-together idea of this situation and its opportunity; a get-together that we have never had before; a Pittsburgh First movement, that will brook no obstacle, tolerate no interference, get out of the way of nothing. We have in the years of the life of this Chamber met and overcome the competition of the world in the manufacturing struggle for supremacy. We are supreme in steel, iron, coal, coke, glass, cork, and electricity, and in the proper spirit we can add scores of other victories to present trophies. Do not get the idea that there is anywhere anything higher, nobler, better, stronger, healthier, and more stimulating than Pittsburgh. There has been no such thought in the minds of our predecessors, let there be none such with us. There never will be if we stand together and pull together. Go, any beautiful day or night, to the Bluff street heights of the Boulevard of the Allies and behold the Pittsburgh of might and splendor, spread out upon the banks of the Monongahela River as far as the eye can see, and drink in the inspiration, the suggestion, the lesson of that spectacle, unparalleled in all of the world. This is Pittsburgh. This is yours. This view is merely one of scores that may be seen flanking the banks of our three great rivers. There is nothing apart from Pittsburgh upon the banks of the Monongahela and Allegheny, or for a hundred miles down the Ohio. These rivers are her very arteries through which flow her heart's blood. No Tiber, no Nile, no Amazon, no Ganges, in all of the ages of the world, has ever borne the argosies that the bosoms of these three rivers have carried.

Pittsburgh is still young as compared with the manufacturing centers of the world. She is still groaning under growing pains, because she is cramped for room in which to grow. The remedy for this lies within the province of this Chamber of Commerce. It is a municipal proposition of the first importance, of the greatest magnitude. The remedy is indicated in the accomplishment of the Metropolitan District. Let us attempt and effect the solution of this problem, as we have done in so many other crucial situations. Accessory aid, of

course, must be looked for outside this Chamber, but our initiative must be taken in the first instance. It is fitting that our second half-century should begin with a responsibility of this paramount importance. Let us assume it in that spirit that other responsibilities have been assumed. It would be a reflection upon our past and an intimation of weakness, of suspicion of our strength and potentiality to decline this undertaking at this time. Shall we do this?

It is, then, for us to extend now the area of our organization, both in membership and influence. It is for us to interest more and more the business men of all kinds of this community in the importance of the real activities of this Chamber of Commerce. Let us inject new blood into the veins of this great body. The old body is still strong, full of vigor, with vast resources of strength, but new blood is necessary to vitality. Other cities have overtopped us by annexation. By the same processes we may readily outdistance these would-be competitors. As chairman of your Membership Committee, I commend these thoughts to each and every member of this great body of Pittsburgh's business men.

Unity, concentration, cooperation, a greater Chamber of Commerce, are needed to carve out and erect a greater city. We have these here and if we use them the Greater Pittsburgh is in sight.

The program also included several vaudeville numbers, and solos by members of the Chamber's Chorus, following which the chairman, Royal E. Cook, exhorted the members to exert themselves to secure a much larger membership for the Chamber, to give it a stronger and more influential position to begin the activities of the new half century.

Many ministers within and without Pittsburgh carried out the second general feature of the three-days' program when on December 7th they called the attention of their auditors to the effective work performed by the Chamber of Commerce of Pittsburgh in behalf of the commercial, manufacturing, financial and civic welfare of this community.



A. L. HUMPHREY
1923-1925

THE reception on the evening of Monday, December 8th, a fitting close to the general exercises, was attended by a large concourse of members and their families. The great hall of the Syria Mosque was tastefully decorated to suit the occasion.

President Humphrey headed the reception line, composed of General Albert J. Logan, H. D. W. English, Lee S. Smith, F. R. Babcock, W. H. Stevenson,

Robert Garland, George S. Oliver, Marcus Rauh, and William M. Furey, nine of the ten living past presidents of the Chamber of Commerce. Following the reception Robert Garland, chairman of the Semi-Centennial Committee, called the assemblage to order and presented A. L. Humphrey, president of the Chamber.

MR. HUMPHREY

The event which has brought us together tonight marks an epoch in the history of this community, the significance of which should impress itself deeply upon the mind of every citizen of Pittsburgh.

The Pittsburgh Chamber of Commerce is now fifty years old—that, in itself, is interesting as a matter of historical information. But, as far as this organization is concerned, there are facts connected with its inception, its development, and its achievements which make this semi-centennial anniversary of its existence of the utmost importance to the entire district of Western Pennsylvania.

The Chamber was founded by some of the most high-minded, loyal, influential and foremost men in the city, who came together for the purpose of deliberating and acting upon measures with the single idea of making the City of Pittsburgh a better place in which to live, to work, and to play. These men, to achieve their aim, gave their valuable time,

their business experience and knowledge, and in many instances, their material wealth, in a most unselfish, generous manner. In their devotion to the city's welfare they were untiring, in a desire to further the progressive development of this district their efforts never flagged, pursuing their purpose with an energy and vigor which never faltered nor hesitated. It would lead me too far to give here all the names of the men who were prominent in the councils of the Chamber, and who have left the indelible imprint of their stalwart personalities upon the growth and advancement of the city of Pittsburgh, but it may not be out of place to mention a few whose names are not only known as national household words, but whose fame and achievement have carried the greatness of Pittsburgh into every country on the globe. These names are: Carnegie, Brashear, Oliver, Knox, Scott, Marvin, Frick, Heinz, Mellon, and many others.

With your kind permission I shall review in a few brief remarks the marvelous development of civic, social, educational, and artistic betterment that has been wrought in this community since 1874 when the Pittsburgh Chamber of Commerce was founded, and in the realization as well as creation of which that organization gave its unremitting aid, support and cooperation.

Fifty years ago the City of Pittsburgh was already known the world over as the great industrial center of the United States, as a beehive of workshops, as an immense manufacturing district. This distinction was largely the result of the wonderful natural advantages which its favorable location and the immeasurable wealth in the rugged hills and valleys of the surrounding country commanded. Whenever the name, Pittsburgh, was mentioned in those days the thought instinctively suggested flaming furnaces of the iron and steel mills, smoking chimneys of thousands of factories, the anvil chorus of hundreds of hammers in foundries and forge shops, and the ceaseless activity in its many manufacturing plants.

Comparing that period of our city with the Pittsburgh of today we find that while the crown of its supremacy as the greatest industrial city in the world has not diminished in its lustre, but shines brighter than ever, its progressive develop-

ment along the lines of science, art and education has made strides within the last fifty years that establish its rank with any of the larger cities in our country.

In the domain of science our city possesses a school of learning and research in the Mellon Institute of Industrial Research that is unique in its activities and whose product is of the most far reaching importance. In the Carnegie Institute of Technology and the University of Pittsburgh the city shares with few other cities the distinction of fostering two first-class colleges whose methods and scope of instruction attract thousands of students annually, not only from the United States, but from every clime and continent. This community also has the advantage of art schools and innumerable small colleges for men as well as women. Our public schools are recognized as among the highest in the land, indeed when it comes to sources of education there is no field of knowledge which may not find here a fountain from which such knowledge may be drawn.

But apart from these intellectual advantages with which our city now abounds, Pittsburgh has risen to the distinction of being a place of beautiful homes. In this respect we may safely assert that in the number of palatial residences as well as homes for the masses, there is no city in the country with which a favorable comparison cannot be easily established. It is an axiom that Pittsburgh is no longer a place exclusively existing for the purpose of work, but it is also a place where we may live in the enjoyment of all the comforts and conveniences to which modern civilization aspires.

As to the city of Pittsburgh as a popular playground: I am also happy to say that in this respect the possibilities of our resources are becoming more and more developed. Already we can point with pride to some of the largest public parks in the country whose characteristics of natural beauty vie with those in any other city, while others are being added as rapidly as circumstances make them available.

In all these activities for the intellectual advancement and the physical and moral well-being of our community, the Pittsburgh Chamber of Commerce, either through efforts of its individual members, or as the foremost civic body in the

city, has always taken the lead. Through the power of its organization, through the influence of its membership and through the aggressiveness of its agitative efforts it gave a weight to these movements which made their realization possible.

It is by active deeds, by methods of forceful persuasion, by a constant watchfulness over the welfare and well-being of our citizenship that our Chamber has risen to the proud position of successful achievement it holds today. It is the spirit of the founders with their lofty conception of duty and responsibilities toward their home city that has become traditional with us, and which we shall leave to those who will follow us with the sacred injunction:

As great as you make Pittsburgh,
So great will Pittsburgh make you!

During the evening appropriate numbers were rendered by the Chamber of Commerce Chorus and the two large orchestras provided music for the dancing that continued until midnight.

Supper was served in the dining room of the Mosque.

What Pittsburgh Can Do

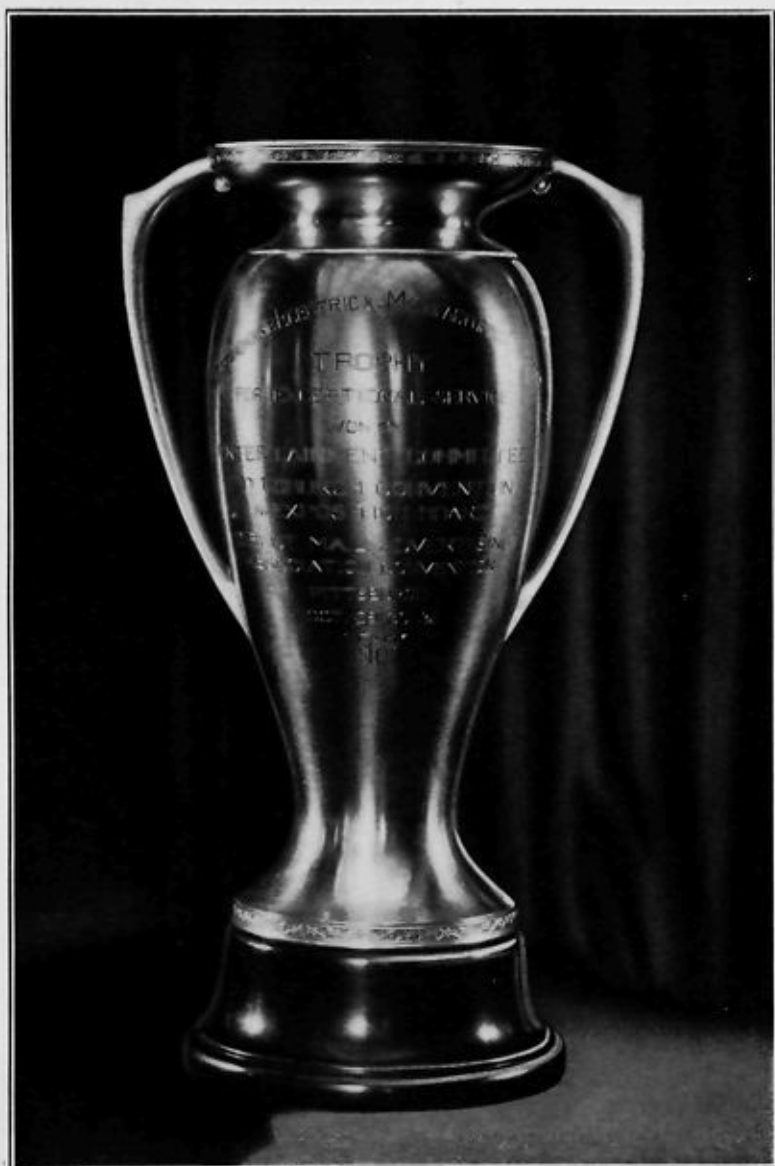
A silver cup, an emblem of what Pittsburgh can do when occasion demands, was placed in the custody of the Chamber as the first half-century celebration drew to a close. The presentation was made for the Pittsburgh Advertising Club through Mr. John E. Wright, one of its past presidents, who briefly told its story. The Advertising Club had tried for several years to induce the Direct Mail Advertising Association of the United States to hold a convention in Pittsburgh. This convention is looked upon as one of the most important of commercial meetings, as practically every important line of business in the country is directly interested and is represented at its sessions. The aid of the Chamber and of the Pittsburgh Typothetae was solicited and secured. Doubt was expressed as to the ability of Pittsburgh to handle the convention satisfactorily, and it was only after many efforts that a favorable result was secured. The Chamber had promised its earnest support and gave it fully. It became one of the guarantors, placed its office machinery at the disposal of the local committee, and interested many of its members individually in the proposition.

The convention was handled by a special organization composed of representatives of the Advertising Club, the Typothetae and the Chamber. The plans were carefully devised and carried out to the letter. More than 1,500 delegates came to Pittsburgh, where they found nearly 2,000 business men of the city had registered and were in attendance. When the convention ended, the officers of the National organization unhesitatingly stated that in no city had they been given better meeting halls, better display rooms or better hotel accommodations than in Pittsburgh, and in no city had there ever been better attention paid to the wants and comforts of the many delegates.

To stimulate interest the Westinghouse Electric and Manufacturing Company had offered a silver cup to the subcommittee which would best perform the duties assigned to it. With every subcommittee scoring one hundred per cent. records, it was difficult to make a choice, but finally by a system

of almost decimal exactness the award went to the subcommittee on entertainment, and the cup properly inscribed was duly presented.

The committee which handled the convention was a temporary organization and was to disband when the affairs of the convention had been settled. The question then arose as to the final disposition of the cup. By a unanimous vote, the Chamber was asked, as the representative business body of the city, to accept the custody of this emblem of success, an affirmative answer was made, the cup was turned over with proper ceremony, and will be kept on permanent display in the Chamber's home.



VASE PRESENTED TO THE CHAMBER OF COMMERCE
by the Pittsburgh Advertising Club.

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