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**GEORGE A. SHREINER**  
17th and Forster Streets

## TO MAKE SUSQUEHANNA RIVER NAVIGABLE HAS BEEN DREAM OF GENERATIONS; MAY YET COME TO PASS

If a bill now in Congress is passed another effort will be made to find out how much it will cost to make the Susquehanna river a navigable stream. The thought is to look into the possibility of utilizing the power dams already constructed, planned or possible to be used in connection with a series of locks, to bring tidewater ships to the great railroad junction at Harrisburg. It depends on how deeply Congress is interested whether or not this attempt is made. The West End Improvement Association, which has outlined a big

campaign, has in mind the possibility of Harrisburg becoming a maritime city. Its plans for the development of the West End, and especially that section east of the railroad all have for their ultimate objects outlets to what members of the association believe will be a great inland waterway, with docks and shipping points along the River Front at comparatively frequent intervals. Prof. J. Howard Wert once wrote concerning the early days on the Susquehanna, digging his information up from a dozen sources. He found that

before the days of roads, canals or railroads it was extensively used for travel and commerce. Prior to the Revolution, when the North Branch and West Branch began to be dotted with settlements, the keel-bottomed "Broad Horns" brought produce down the river and took back supplies for the settlers. Then came the "Ark," a combination of a carrier for river traffic and home upon the water in which the whole family could be housed. The first ark passed Harrisburg in 1794, it is said, but as the demand for lumber became great in the towns of the coast, rafts came down in vast numbers to Harrisburg, Middletown, Columbia, Wrightsville and points beyond even as far as Port Deposit. Even then it was the fond hope of dwellers along the Susquehanna that means would be found for the conversion of the river into a commercial waterway for deep sea boats.

When the Duke de la Rochefoucauld visited the village of Harrisburg, 117 years ago, he found the inhabitants engaged in preparing an anchorage for ships so that there might be no unnecessary delay in unloading cargoes when the white wings of commerce came voyaging up the river. The Legislature in 1823 passed an act making an appropriation for the initial work of improving the channel from Northumberland to tidewater. Up to 1828, more than \$15,000 had been expended, principally upon the lower part of the river, which had been considerably deepened at places whilst several serious obstructions had

been totally or partially removed. The work was then allowed to lapse. As an experiment a Baltimore company in 1825 placed three light steamers on the river. When they reached Harrisburg from York Haven, the townspeople went wild with exultation. Some of these boats made a number of successful trips up the river and up its two great branches as far as Danville, on the northern affluent, and Milton, on the western. One of these steamers on one occasion, passed up the North Branch as far as the New York State line. In April, 1826, one of the boats, the Susquehanna by name, met with disaster by a boiler explosion as it was going through the narrow passage of the Nescopee Falls in front of the town of Berwick. The other boats, which were named Pioneer and Codorus, were then withdrawn from the river.

Digging back into the files Prof. Wert found the Telegraph, always leading in the work of public improvements, once made an effort for navigation on the river when two years after its founding it gave much publicity to a movement for navigation on the stream. Harrisburg had become recognized as the center of the agitation in regard to Susquehanna navigation. So, in the Fall of 1833, a large and enthusiastic meeting was held in the Courthouse, at which was launched a scheme for the construction of a navigable Susquehanna. After speeches a committee of representative citizens was appointed to push

the matter. That committee issued "An Address to the Citizens of the United States," which was diffused broadcast throughout the land; and, also, "A Memorial to the Honorable the Senate and House of Representatives of the Congress of the United States." These were lengthy and ably written documents urging in forcible language the construction of a waterway for ships, part by an improved river bed, part by canal, from the mouth of the Susquehanna to the Great Lakes. The arguments were directed toward proving the feasibility and desirability—nay, more—the absolute necessity of the work outlined. During the months of October and November, 1833, these two documents appeared in full, in substantially every newspaper in Pennsylvania, and also in a large number outside the limits of the Commonwealth. In 1834, Henry K. Strong, a very prominent citizen of the Harrisburg of that day, took up the matter in a long personal interview with Honorable Lewis Cass, then Secretary of War. Since then up to the present many but futile efforts have been made to the same end. Yet dreamers still dream of ocean-going steamers docking at Harrisburg.

### F. C. NEELY, MORTICIAN

Third Generation of the Neely Family in the Same Business in This City

In F. C. Neely who is conducting a thoroughly up-to-date undertaking business at 908 North Second street, there is represented the third generation of the Neely family who have pursued the same business in this city. In 1837, F. C. Neely's father operated a furniture store and undertaking business at 213 North Second street. And it was in this location that Mr. Neely started in the undertaking business, conducting it after the death of his father from March 1897 until October 1898. Mr. Neely left the business at this time and was away from it for eleven and a half years, working with the Adams Express Company, the Elliott-Fisher Typewriter Company and the Bell Telephone Company, in the order named. Four years ago Mr. Neely left the Telephone Company to again take up embalming. This time he located at 912 North Third street where after but a short time he found the location too small and unadapted to his steadily increasing business. Less than a year ago he moved to 908 North Second street where he is now conducting the business. Mr. Neely is joined in his work by a lady attendant who not only assists him, but who is thoroughly capable of conducting the work in his absence. This feature alone makes Mr. Neely's business present something of the novel for a lady attendant who embalms is somewhat unusual in a city of this size. The public shows its appreciation of this service both in comment and in patronage. Mr. Neely's business includes his office and embalming rooms as well as rooms from which funerals are held in the event that home burial services are impracticable or impossible.

## MANY FLOUR MILLS IN CENTRAL PENNA.

Harrisburg at One Time Ranked High and Still Has Important Position

Harrisburg was at one time the center of a great milling industry. Wagonload after wagonload of flour from locally grown wheat used to be hauled into Harrisburg for shipment, but of recent years the industry has waned and the old water wheels of many, many of the ancient grist-mills are quiet, the ruined buildings moss-grown and the dams leaky hiding places for schools of sunfish. Harrisburg still has one big milling concern the product of which is known all over the country for its excellence and is also headquarters for a flour and feed company that handles much of the wheat grown throughout the entire Lebanon valley. This is a big wheat consuming city, the big bakeries at this point consuming hundreds of barrels daily, the product being distributed over a territory 100 miles in radius.

It is due to no lack of enterprise that Central Pennsylvania is not keeping abreast of some younger States in the milling of flour and feed. The industry tends to contraction rather than expansion, notwithstanding there are more mouths to feed and the per capita consumption of flour is increasing. In the character of her mills, however, Pennsylvania ranks with the largest producing States, but the mill of greatest capacity in this State is capable of only two-fifteenths of the output of her most productive in the United States. In contrast with Minnesota and Washington, Pennsylvania can hardly be classed as a wheat-producing State. The big mills follow the big wheat fields. Hence, the milling industry is not expanding here proportionally with the iron and steel, woolen and worsted, lace, silk and hosiery knitting and other important manufacturers. Then, too, for bread baking there is an increasing demand for Spring wheat—that which is grown in the West. Winter wheat, that of the East, goes into pastry and crackers, etc. Notwithstanding Pennsylvania's shortcoming in not growing more wheat, the State's mills are turning out annually flour and feed of a product value of approximately \$46,000,000.

In 1857 Philadelphia was producing some flour. In that year the city's mills turned out 400,000 barrels of a product value of \$3,000,000, a barrel of flour selling then at \$7.50. There was no material expansion of the industry in the State until after the Civil War. In 1860 there were in Philadelphia 20 mills of a combined weekly capacity of 16,000 barrels of flour. All, of course, employed the upper and nether stone, the roller process being then something unheard of. An "8-run-of-stone" mill produced 2,400 barrels a week. The milling industry grew slowly, if at all, in the State. In 1890 the value of the output was \$19,500,000, only about 13 times that of Philadelphia, a. s. n. 30 years before. The capital invested in milling in the State in 1860 was reported at \$21,079,642. It exceeded this sum only \$19,338 in 1909. In the meantime the value of a year's output increased to \$44,783,000. It is noteworthy that in 19 years, during which there was a 12 1/2 per cent increase in the value of the annual production there was a decrease of almost 39 per cent. In the number of wage-earners, the force dropping from 3,378 in 1890 to 2,161 in 1909. While some of the smaller mills in rural sections depend wholly upon water for power, the number is few. Every modern mill operated by water has a steam boiler, engine, electric motor or gasoline engine, or a combination of the two. Of the 1,400 or more mills in the State, only three show on annual product value exceeding \$1,000,000.

Two of these are in Philadelphia. Sixty-one are credited with an annual output of from \$100,000 to \$1,000,000 each. The product of 1914 is less than \$5,000 a year, 676 produce less than \$20,000 and 474 less than \$100,000. It would appear, therefore, that three mills in a total of 1,450 in the State yield about 8 per cent of the flour. Since the consumption of flour amounts to about one barrel per year for every man, woman and child, each person in that period eats approximately five bushels of wheat, this being the quantity required to produce a barrel of flour. Either of two baking concerns in Philadelphia use between 3,600 and 4,000 barrels a week. Striking an average of 3,750, these two concerns bake 7,500 barrels of flour into 2,500,000 loaves of bread, or the equivalent, for every seven days. In the production of the flour for the week's baking of two such establishments the millers grind 37,500 bushels of wheat, about one-third of which goes into bran and middlings, for horse, cow and pig. One or two Philadelphia mills export flour. The quantity that goes into foreign markets from that city is comparatively small, however. When the now defunct Eastern Milling Company was formed, taking over the local mills, it looked for a time as though Harrisburg might also figure largely in the export flour trade, but the facts decreed otherwise and the project was abandoned.

### OAKLEY PAINTINGS

The year of 1914 is marked for Harrisburg by the completion of the Violet Oakley paintings for the new capitol. They form a striking piece of work and are attracting almost as much attention as the Abbey paintings and the Barnard staturary, already housed here. The Philadelphia Public Ledger recently published as art supplements the complete set of paintings reproduced in their original colors.

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