

JURIER & REPUBLIC.

Saturday Evening, Feb. 18, 1871.

WARREN, JOHNSON & CO.,
PUBLISHERS AND PROPRIETORS.

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WEEKLY COURIER, \$1 50 per annum.

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Office, No. 197 Main Street.

THE COURIER.

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WM. J. HUMASON, Circulator.

THE EVENING COURIER & REPUBLIC, published every afternoon at 2 and 4 o'clock, is delivered at \$6 per annum, 50 cents per month, or 12 cents per week, in advance.

CASPER MEYER, Circulator.

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NORTH EAST, PA.—C. U. Johnson.

TRAVELERS GUIDE.

ARRIVAL AND DEPARTURE OF TRAINS.

Eastward.

ERIE RAILWAY—DEPOT ON EXCHANGE STREET, BELOW MICHIGAN.

Depart.	Arrive.
Day Express... 7.00 A. M.	N. Y. Day Ex. 12.00 M.
N. Y. & Baltimore Mail... 7.30 A. M.	N. Y. Mail... 6.25 A. M.
Lightning Exp. 2.45 P. M.	N. Y. Night Ex. 11.35 A. M.
Buffalo Division Mail... 4.00 P. M.	N. Y. & B. Ex. 12.45 P. M.
Night Express... 6.45 P. M.	Elmira & Corning Mail... 8.35 P. M.
Cit. Express... 11.35 P. M.	Hornellsville Mail... 8.35 A. M.
One train east on Sunday, leaving at 2.45 P. M.	

NEW YORK CENTRAL—EXCHANGE STREET DEPOT.

Depart.	Arrive.
Buffalo Exp... 5.00 A. M.	Night Express... 6.20 A. M.
Accommodat'n 5.30 A. M.	Emigrant... 10.55 A. M.
N. Y. Day Exp 8.00 A. M.	Pacific Express 12.05 P. M.
Pacific Express 2.50 P. M.	Accommodat'n 3.40 P. M.
Mail... 4.00 P. M.	Day Express... 8.45 P. M.
Chicago Exp... 6.45 P. M.	N. Y. Express... 12.05 A. M.
Cincinnati Ex. 11.20 A. M.	

Sunday train leaves for the N. Y. at 2.50 P. M.

NIAGARA FALLS BRANCH—ERIE STREET DEPOT.

Depart—For Lockport and Way Stations to Rochester... 6.15 A. M.
For Niagara Falls, Suspension Bridge, Lewiston, &c... 9.00 A. M.
For Suspension Bridge, Detroit, Chicago and Toronto... 11.20 A. M.
Niagara Falls Accommodation... 3.00 P. M.
For Lockport and Way Stations... 4.10 P. M.
For Niagara Falls, Detroit and Chicago... 7.15 P. M.
Arrive—Trains arrive from Lockport at 10.45 A. M., and 10.25 P. M.
Trains arrive from Niagara Falls as follows: 7.45 A. M., 10.05 A. M., and 3.35 P. M., and 8.15 P. M.

Westward.

BUFFALO & ERIE (LAKE SHORE)—EXCHANGE STREET DEPOT.

Depart.	Arrive.
Toledo Exp... 6.20 A. M.	Night Express... 4.25 A. M.
Pacific Expr'ss. 12.20 P. M.	Mail & Accommodation... 10.30 A. M.
Mail & Accommodation... 4.45 P. M.	Pacific Express 2.15 P. M.
Steamboat Ex. 9.00 P. M.	Day Express... 6.05 P. M.
Night Express... 1.00 A. M.	Cincinnati Ex. 10.45 P. M.
Two trains leave on Sunday: Pacific Express at 12.20 P. M., and Steamboat Express at 9.00 P. M.	

GREAT WESTERN RAILWAY—ERIE STREET DEPOT

Depart.	Arrive.
Morning Express... 11.20 A. M.	
Accommodation to London... 3.20 P. M.	
Steamboat Express... 7.15 P. M.	
Trains arrive at Buffalo via the Great Western Railway at 8.45 and 12.50 P. M., and 2.55 and 8.15 P. M.	

GRAND TRUNK RAILWAY—ERIE STREET DEPOT.

Depart.	Arrive.
Morning Exp... 6.50 A. M.	Night Express... 6.15 A. M.
Accommodat'n 3.00 P. M.	Accommodat'n 12.10 P. M.
Night Express... 10.00 P. M.	Day Express... 7.00 P. M.

NORTHERN CENTRAL RAILWAY—SOUTHWARD.

New York Central trains leave Exchange street Depot at 8.00 A. M., connecting at Rochester with Northern Central Railway trains for Philadelphia, Baltimore, Washington, and all points South.

By Erie Railway at 7.00 and 7.30 A. M., 2.45 and 12.20 P. M., connecting at Elmira with Northern Central Railway trains for Philadelphia, Baltimore, Washington, and all points South.

BUFFALO & WASHINGTON RAILWAY.

Cars leave Exchange street Depot at 10.20 A. M., and 4.30 P. M. Leave South Wales at 7.40 A. M., and 12.10 P. M.

LOCAL DEPARTMENT.

THE HOLLY WATER SYSTEM.

The Fire Supply Test Yesterday—Fire Streams Thrown Over One Hundred Feet High—A Break in the Mains—Fine Success of the Experiment—Delegations Here From Abroad—&c., &c., &c.

In the contract made between the water commissioners, of Buffalo, on the part of this city, and the Holly Manufacturing Company, of Lockport, for the supply of the more elevated portions of the city with water, it was stipulated that the Holly company should demonstrate, within thirty days after the works were in operation, their ability to throw six streams to the height of one hundred feet. The matter of fire protection constitutes the chief advantage claimed for the Holly system. It is true that the company considers itself able, and has in many instances proved its ability, to furnish a city with water for consumption more thoroughly and economically than it can be done by any other plan that has ever been brought into practical operation; but aside from this, as we have several times explained, they guarantee a supply for fire protection, the streams being taken directly from the hydrants, without the use of any machinery other than those at the works, thus saving the major portion of the expense of a fire department. In this city, the Holly company has only been permitted to introduce its system into the upper portions. The water commissioners selected yesterday afternoon as the time for the trial whether the contract could be fulfilled in the matter of fire supply.

A few days since we gave a description of the works that have been erected, the engines, pumps, &c., so that it is only necessary now to speak of the trial which took place yesterday.

DELEGATIONS FROM ABROAD.

Not only in this city, but in other places, was much interest felt in the result of the experiment. Lockport especially demonstrated its pride and confidence in the system by sending down a very large delegation, among whom we noticed Mayor Van Horn, ex-Mayor Jackson, several members of the Common Council, while the Company was represented by Charles Keep, Secretary, C. G. Hildreth, Treasurer, Carlos Holly, Assistant Superintendent, and Messrs. S. H. Marks, George W. Bowen, A. F. Brown and Chauncy Keep, stockholders. In addition, the company generously gave about two hundred of their employes a free ride to this city and back, in order that they might see the machinery constructed by them in operation in a foreign city, an opportunity which had never before been offered them. Besides these, a number of Lockportians came down who had only a general interest in the matter. There was also present a delegation from

Canandaigua, consisting of J. J. Mathison, editor of the *Repository and Messenger*, and President of the Board of Trustees of the village; Messrs. Robert Chapin, M. O'Grady and John Graves, Trustees; and Messrs. J. S. Robinson, Levi Herndin and Albion Ellis, experts. Canandaigua is thinking strongly of adopting the Holly system, and hence the visit. Altogether the strangers made a gallant show, and when our reporter reached the spot where the trial was to take place, in the vicinity of Pratt's rolling mills, at half past two o'clock yesterday afternoon, Niagara street presented quite a gala appearance.

THE CITY GOVERNMENT

was well represented. We would not attempt to enumerate the officials whom we saw on the ground, for fear of omitting half of them, but we can say that the municipal buildings appeared to have emptied themselves of heads of departments. The water-commissioners were all on hand, and fully half of the members of the common-council, while water-superintendent Ketcham, and fire-superintendent French, were ubiquitous.

THE FIRST TEST.

It was the intention of the Holly company to begin the trial by throwing six streams at least one hundred feet high, and keep them flowing twenty minutes; and afterwards to raise twelve streams to the same height. With this object in view, the vicinity of Pratt's rolling-mills was selected, because hydrants were located so that a dozen streams could be simultaneously observed from that point. Hose was furnished by the fire department, and the fire pressure was put on about half-past two o'clock. As there is a fall, yielding thirty pounds pressure, from the works to this point, the engines were only run at a pressure of seventy pounds, which would ordinarily be sufficient to raise streams to more than the requisite height; but an unforeseen contingency interfered. In testing the Niagara street pipe—an old sixteen-inch main—on the previous day, a plug was forced out at the corner of Breckenridge street. It was repaired, but the work was done ineffectually, so that yesterday it gave out almost immediately, requiring the machinery for every stream below it to work against an enormous leak. With this disadvantage, eight streams were raised to an average height of from sixty to seventy feet, to the admiration of all spectators who knew what the engines were working against. However, this did not quite fill the bill. It was evident that the streams thrown even in spite of such difficulties—for which, by the way, the Holly Company had no responsibility—were more than adequate for the protection of the part of the city covered by the system; but there were captious persons present who wanted every ounce of their pound of flesh. Nothing else appeared to be desired by the managers of the show, and therefore it was soon announced that

A SECOND TEST

would take place above the Breckenridge street leak. The swarm of spectators at once bent their steps toward the scene of the new exhibition; the hose was speedily attached to fire hydrants, all that could be reached; a pressure of ninety pounds was put on at the the works, the increase being on account of the more elevated location; and no sooner were these preparations completed than the quintette of streams were seen rising into the air to a height which no man could estimate at less than one hundred feet, and which many good judges pronounced to be at least one hundred and twenty-five feet. About this test there could be no dispute. The company not only carried out its contract, but triumphantly proved that hereafter the services of no steam fire engine will be required in the sections of the city covered by the Holly system. We heard only one opinion in the matter, tallying with that expressed by us. Our readers will understand that, in the fire tests, only the rotary pumps are used, the gang pumps, for domestic supply, being thrown out of gear when the fire pumps are called into requisition.

THE FORCE OF THE WATER

was so great that, in several instances, the recoil caused the hose to "get away" from those holding it, invariably deluging some poor unfortunates, and in one case causing a stampede of a pair of horses drawing a loaded wagon, who were unexpectedly struck by the stream. Several over confident volunteers found that some experience was needed to handle hose through which the powerful Holly pumps were forcing their streams.

To sum up, briefly, the contract of the company was fully carried out yesterday, and many citizens of influence, who have not before conceded the merits of the system were made to ponder the thought that a great mistake had been made in not providing this cheap and effective water and fire supply over the entire city. At least the success of the experiment should cause the city government to lay a pipe down Main street, with branches covering a thousand feet on each side of that artery, by which the Holly company could prove their ability to carry out another feature of their contract, the fire protection of the part of the city indicated.

Fine Arts—The Braun Autotypes.

A splendid collection of the Braun Autotypes is now on exhibition at the gallery of Dodge & Benson, and Mr. Stornay, who represents the artist, is on hand to give such explanations as the visitor may need. By a system of photography, of which Mr. Braun is the inventor, we have here reproduced the attractions of the finest galleries of Europe. The collection embraces photographic copies of the galleries of Vienna, Florence, Milan, Venice, Rome, Balse and Weimar; and the masterpieces of Michael Angelo, Raphael, Perigino, Fra Angelica, Leonardi Di Vinci, Titian, Murillo, Durer, Holbein and others are presented with unquestionable fidelity. The frescoes of Michael Angelo in the Sistine Chapel, those of Raphael in the Vatican, and the antique statuary of the Vatican, are here; and interesting features of the exhibition are the original cartoons or drafts of original pictures. Braun has had access to these, and now gives to the world their counterfeit presentments. The truthfulness of the art he has employed is apparent in the fact that every flaw in the statuary, every crack in the canvass and every break in the crumbling frescoes, is reproduced in his pictures. The modern artists are not ignored; and the pictures of Swiss girls dressed in the picturesque costumes of their country are very charming to look upon. Any person with a taste for art can while away an hour or two delightfully among the collection, and if any of the pictures strike his or her fancy they can be bought. Our art connoisseurs, people of taste, and curious people should by all means see what so many have to travel thousands of miles to look at.

Loss No Time!—30 days more, only for the Closing Out Sale of Hats, Caps and Fur at

BERNSTEIN & BROS.

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