

# LOOKING OVER THE LINE

## An Official Inspection of the Reservoirs and Conduit.

### ROCHESTER TO HEMLOCK LAKE

#### The Executive Board and Chief Engineer on a Tour of Observation—Condition of the Reservoirs and the Line—Tramping Along the Pipe.

It was a bold conceit, to penetrate to the evergreen hills of Livingston county, and lead the waters of the secluded lakes of that region to Rochester, thirty miles away. At the time the water works were constructed, it was the longest distance that water was conveyed in underground pipes to supply any city in the world. The task was replete with engineering difficulties, not only on account of the terrible quicksand below the foot of Hemlock lake, but because of the hilly character of the country between the lake and the city. At one point on the line, where it was necessary to carry the conduit pipe over Davis hill, below Honeoye Falls, it was predicted by wisecracks that the difficulties would prove to be insurmountable. The summit of the hill is perhaps 200 feet above Cyrene hollow through which the line passes, and no conclusions of the engineers could convince the people of the locality, and for that matter many of the city, that the summit was not higher than the level of Hemlock lake. As usual, however, science conquered, and now 4,000,000 gallons of water ascend the hill of difficulty and serenely descend into the valley.

It was to inspect this thirty miles of conduit which, with its accessories, is of so much importance to the inhabitants of this city, that Messrs. Holley and Kniehling, of the Executive board, and Chief Engineer Tubbs, set out from the city at 10 o'clock yesterday morning, accompanied by a DEMOCRAT AND CHRONICLE reporter. The party took a carriage at the city hall and drove to the reservoir at Mount Hope. After inspecting the gate house, the reservoir and the surrounding improvements, the party reentered the carriage and set out for the Rush reservoir, halting occasionally to examine the stop gates and air valves. It was found that the boxing of the air valves was badly decayed, having been in position in the ground ten years, and it is proposed to replace them with iron boxes. There are ninety of these air valves between Rochester and the lake. They are necessary to allow the air to escape in case the water is drawn from the pipes, and are located at the higher points. Only one blow-off is located between the two reservoirs. In order to avoid disastrous effects to the land, it is necessary to place them in a natural ravine; otherwise the stream would have the effect of hydraulic mining apparatus. Along the highway can be seen places where the old wooden pipe, which was originally laid by private enterprise, had decayed, and the ground settled leaving ugly holes. These places are, of course, of constant annoyance to country road-masters, and are provocative of much profanity. The old reservoir was passed just before reaching the Rush reservoir. It is utterly abandoned and contains a quantity of water which becomes stagnant and finally evaporates in the summer. It is owned by the Ayers estate, never having been purchased by the city.

Rush reservoir was reached about 12:30 o'clock, and experience had taught the members of the party that it was a good place to tarry for dinner; and tarry they did. After dinner the reservoir was examined. This reservoir, which is a model of engineering skill, is seven-eighths of a mile in circumference. It contained yesterday sixteen feet of water, and in respect to cleanliness, and attractiveness was a counterpart of the reservoir at Mt. Hope. The pipe from the lake is carried nearly to the west end of the reservoir and the water discharged from the bottom, thus promoting free circulation in the reservoir. The embankment at the west end is sixty feet high. The general appearance of both reservoirs presented a pleasing contrast to the reservoirs of the Croton system. By means of a gate on the south side of the reservoir, the water can be sent from the lake directly into the city, the fall in that case being 388 feet to the level of the water in the Erie canal. What the effect of this tremendous head of water would be is only known theoretically, as direct service has never been made. The gate-keeper resides in a modest, but very handsome cottage belonging to the city, and if, as suggested by one of the party, there was a good well of water on the premises, the means of enjoyment of life would not be lacking.

At this point the carriage which had conveyed the party thus far was sent back to the city. John Crennell, the vigilant line superintendent of that section was waiting with a conveyance for baggage, and at 1:30 o'clock the officials and the newspaper man set out for the seven miles tramp over the line to Honeoye Falls, piloted by Mr. Crennell.

It is only by following the conduit over the hills and through the valleys which intervenes between Rush reservoir and Frost hollow that the difficulties before referred to are fully realized. At Cyrene hollow the pipe is only about twenty feet above the level of the canal in this city, and is 153 feet below the level of the lake. Whenever cast iron pipe is used in this vale of pressure, the iron is one and one-fourth inches in thickness. For some distance at this point wrought iron pipe is used, with the iron one-fourth inch in thickness. As one passes through the quiet valley, with trees three inches in diameter growing over the pipe, it is difficult to realize that such gigantic force is imprisoned just under foot. That it is there, however, has frequently been demonstrated. A year or two ago a small rivet blew out of the wrought iron pipe, and a tiny stream was thrown into the air, breaking only after it had reached far above the highest tree tops. At another time a small leak was found, after much digging. A stream, no larger than a knitting needle, had forced its way through the lead packing, and when found had cut a notch deep into the shoulder of the heavy iron pipe. In this hollow, at the lowest point between the lake and the city, is another blow off, situated as usual in the bed of the stream. Engineer Tubbs said that if the gate should be turned, the channel of the Honeoye creek, only a few rods away, would be filled in a very few minutes. Even with this pressure very little trouble is experienced. The line is carefully inspected twice each week for evidence of leakage, and whenever a leak is found, indicated by unusual moisture on the surface, if it is no larger than a cambric needle, it is at once attended to. At one point in this hollow the bed of the pipe is changing and is encroaching on the pipe at the rate of about four feet each year. The bank of the creek is now within forty feet of the conduit pipe, and it will soon be necessary to protect the pipe by means of rip-rap. At all of the stop gates as well as the air valves, it was found that the wooden casings had succumbed to time, and they will be replaced by brick walls.

Soon after passing over Davis hill, from the summit of which the view is grand, almost beyond description, the boy with the luggage van was found in waiting, and after a brisk ride of five minutes, the village of Honeoye Falls was reached. The officials remained over night at the Falls and, at an early hour this morning, will start on foot over the line

to Frost Hollow and Hemlock lake, reaching the latter point to-night. From Honeoye Falls to Frost Hollow the country is rough and wild, and the officials will probably be in a frame of mind to appreciate the dinner which will await them in the neat little cottage in the hollow. They will rest at the lake to-night and will inspect the lake and water-shed to-morrow, reaching home to-morrow night or Friday morning.

### TALK ALONG THE TRACKS.

#### Some Buffalo Opinions About Central-Hudson Trains.

Buffalo people are somewhat excited by the new time table issued by the Central-Hudson. As matters now stand, there are no through trains east between about 9 o'clock in the morning and 4 o'clock in the afternoon. The first Atlantic express, which left that city at 2:20 o'clock, was a great convenience and carried a large number. Now that it is held two hours, the people are much dissatisfied. The West Shore, in the meantime, is reaping the benefit, many taking the eastern train leaving there about 2 o'clock. In conversation with a Central-Hudson official yesterday, the latter said: "I think the First Atlantic will be put back on its old time in a few days. The idea of holding in Buffalo was tried before, but there was too much dissatisfaction; and, besides this, many take the West Shore, who would otherwise go by this line."

#### SMALL TALK.

—The Central-Hudson pay car will reach this division to-day.

—J. O. Prescott, the Erie's veteran excursion agent, is running Sunday excursion trains between Buffalo and Portage.

—E. H. Withington has been appointed day operator at the Erie station, in this city, in place of M. B. Southwick, resigned.

—The West Shore company is in the field with special excursion rates to Niagara Falls, Buffalo, Syracuse and other points along its line.

—The Rome, Watertown and Ogdensburg company is still working on its break water between Charlotte and the Sea Breeze. The break water extends along the shore nearly half a mile.

—The Central-Hudson company has issued a pamphlet containing information about the various summer resorts in this state and New England and the ways of reaching them.

—Several additional trains have been put on the Bay road to run in the afternoon. Commencing at 1:30 p. m. a train leaves every hour up to 7 p. m. The morning trains are as usual.

—The West Shore "flyer" is making excellent time, arriving on the minute at Genesee Junction. The train to compete with the Central-Hudson "flyer" will probably be put on in a few days.

—Some scoundrel attempted to wreck the Auburn road train, due here at 12:20 o'clock yesterday morning, near Seneca Falls, but was unsuccessful. Ties were placed across the track.

—The new locomotive for the Bay road left Schenectady Monday and reached here yesterday. It is much larger and more powerful than those now on the road but is not a regular locomotive as has been stated. It is covered and built after the same style as those now in use. It will be used as a reserve engine.

### FINE ART EXHIBITION.

#### Preparations Completing for the Opening To-night.

Members of the Rochester Art club were busy yesterday making preparations for their annual exhibition. The collection of Grove S. Gilbert's works will comprise an interesting array. A valuable portrait of Hiram Sibley, by Daniel Huntington, president of the National academy of design, was yesterday placed in position. Among some new pictures received is a rare bit of coloring, entitled "A Cloudy Day," by F. V. Du Mond. He has another picturesque scene, entitled "Spring." This is the artist's first exhibit.

C. M. Relyea has another "spring." It is a pretty scene. Miss H. M. Hooker has a cluster of daffodils, remarkably well executed. Miss Emma Lampert has a picture of a dog, cleverly painted, and the frame is novel, representing a front view of a kennel. It is sure to be eagerly sought by visitors. A. B. Hawley is the artist of "An Afternoon Tea," a pastel. Miss Fannie C. Schaffer has some roses and carnations. Thomas Evershed has a pretty bit of coloring representing a fishing smack off the coast of Ireland. A study by Miss Myra Manley is sure to attract attention. Miss Lampert has a study of roses, placed with the exhibition yesterday, that is a good exposition of her fine talents. Mrs. Hooker also has a pretty flower piece of holly hocks.

### BARRISTERS ON THE BOULEVARD

#### The Annual Heel-and-toe Trip of the Lawyers to Charlotte.

The Kent club of this city is composed almost entirely of young and prominent lawyers. One of the features of the association is an annual heel and-toe walk of its members to Charlotte, where supper is partaken of, and then the attorneys find their way back to the city as best they can. It is easy to understand, of course, that the majority of them generally ride back. The eighth annual walk of the club occurred yesterday, when George F. Yeomans, the president of the club, J. S. Hunn, W. D. Ellwanger, C. D. Kiehel, M. H. McMath, W. N. Cogswell, W. W. Jacobs, R. H. Wickes, J. H. Montgomery, H. G. Danforth, J. E. Durand, J. B. Nellis, H. W. Conklin, Adelbert Cronise, Marcus Hirschfeld, John H. Hopkins, H. W. Morris and Nathaniel Foote started for the lake via the boulevard. The day was splendid for walking, and the trip was greatly enjoyed. Robert E. Plewa, the new manager of the Hotel Ontario, opened the house especially for the club, and an elaborate dinner was enjoyed. A few of the counsellors were so pleased with their walk to the lake shore that they digested their dinner by walking home.

#### For the Plaintiff.

In the case of James S. Garlock against Florence W. Pilot and another, to recover for professional services, Judge Werner, who heard the case as referee, yesterday handed down his decision awarding the plaintiff the sum of \$340.91, with interest from August 20th, 1883.

### THE COURT CALENDAR.

#### SPECIAL TERM.

ROCHESTER, May 26, 1885.  
Present—Hon. F. A. Macomber, justice supreme court.  
Full of counties completed. Reserve motions in order.  
Court adjourned until 10 o'clock Wednesday.

#### COUNTY COURT.

ROCHESTER, May 26, 1885.  
Present—Hon. John S. Morgan, county judge.  
Court adjourned until Wednesday.

#### SUBSTITUTE COURT.

ROCHESTER, May 26, 1885.  
Present—Hon. Joseph A. Adlington, surrogate Monroe county.  
In re Samuel Vicks; will admitted to probate.  
In re James Vicks, sr.; judicial settlement; decree.  
In re John Rusch; judicial settlement; decree.  
In re John Faulkner; judicial settlement; decree.  
In re Mary J. Simpson; judicial settlement; held over.