

ALBANY KNIT NECKTIES LEADERS IN REALM OF HABERDASHERY

Stoneman Brand Was One of the First in the Field and Continues to Hold Leading Place in List of Manufacturers--If it Squeaks, it's Stoneman's.

ONE of the popular crazes in haberdashery is the knit four-in-hand necktie. These ties made their first appearance about six years ago. A year after there began in a small way at 45 Hudson avenue in the city of Albany a knit tie industry that commenced to put upon the market numberless varieties of silk and fibre knit ties. It was an uphill battle for the knit tie. Woven goods had been worn so long and salesmen had learned so many stereotyped recommendations for them that they could only introduce the knit tie as a novelty without extolling any of its qualities.

The industry on Hudson avenue grew busier each year. The name of the industry is George T. Stoneman. He made knit ties when they were not popular. He made so many of them that if they were laid end to end they would encircle the earth. Then with samples of his ties he went out into the highways and byways. He knew how they would wear. He knew how they were made. They never show the effect of stick pins. They make the smallest knot and cling the tightest for the close fitting collar. All these things he impressed upon the dealers.

Down into Mexico and out into Alaska went Stoneman blazing the trail for his "made in Albany" best knit four-in-hand ties. Little by little the users of knit ties learned that they outwore the woven ties and soon the industry on Hudson avenue was sending out knit ties to every state in the Union and receiving the knit tie business that had been launched two years before. In most places where these ties are sold they are known only as "The Stoneman."

The Rise of Stoneman.
Stoneman came to Albany when he was about nine years of age. When he was old enough he entered the knitting business. He began at the bottom. He early made himself familiar with the history of knitting machines. He was among the first to discover the wonders in the circular knitting machine, when fifty years ago these machines made the first knit goods that were used for underwear. Stoneman went into the underwear business when that great enterprise was in its infancy and doing only a few hundred thousands dollars a year. Today the volume of business done per annum by the knit underwear business is estimated at \$200,000,000. Today they are running knitting machines and doing things that ten years ago were impos-

MAKER OF THE ALBANY KNIT NECKTIE WITH EXTERIOR AND INTERIOR VIEW OF PLANT



GEORGE T. STONEMAN

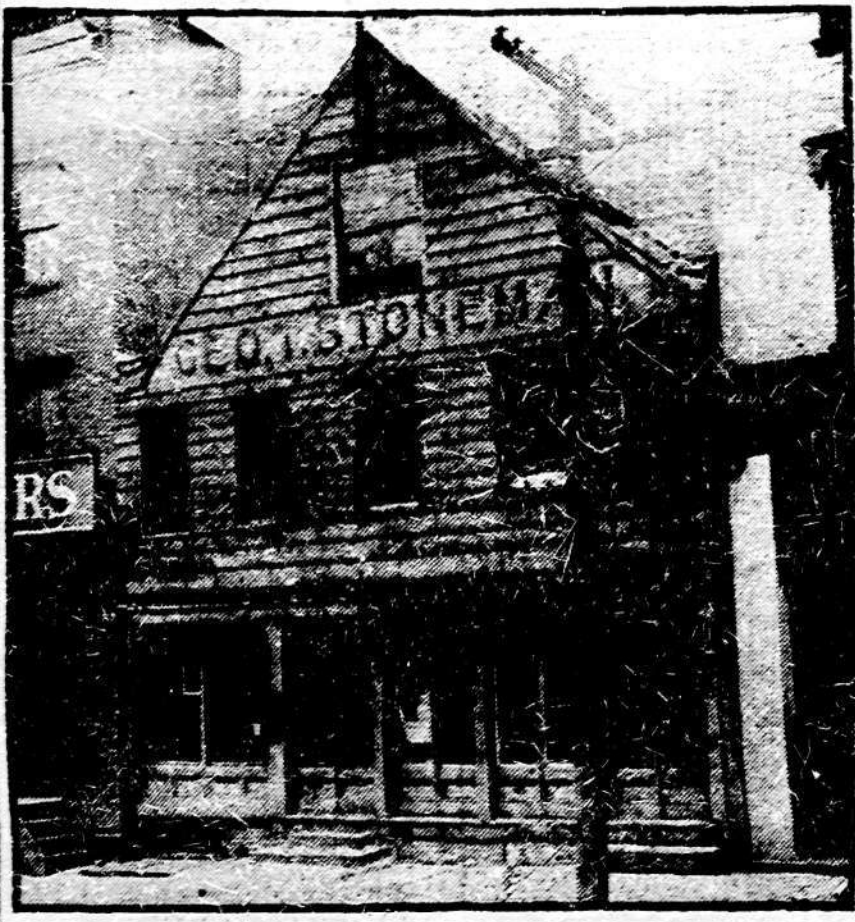


VIEW SHOWING ONE OF THE KNITTING MACHINES

and would have earned any man the name of lunatic had he suggested them. It is as impossible today as it was then to predict what these same knitting machines will do ten years hence.

The first knitting machine ever run was made in England in 1566. It was a flat machine operated by hand power and all it made was stockings. Progress was so slow in the evolution of the machine, however, that it was 250 years later before the circular knitting machine came into vogue and did the things that were as much undreamed of as the achievements of Thomas Edison in the electrical world.

It was of peculiar significance that Albany should be the city in which the first circular knitting machine was operated. Yet, Albany, as one of the oldest cities in this country, can claim the first inventions of most things that have produced big industries. The first stove was made here, the first composition billiard ball, the first electric car heater, the principle of the first telegraph was thought out here, the first dominos, checkers and toy building blocks were made here, the first railroad train was built here, the first telephone system of any municipality was installed here, the word celluloid was coined and the product first made here, one of the first playhouses in the United States was established here, one of the first and most comprehensive observatories in the country was established here, the first steamboat in the world ran from Albany to New York, the first iron foundries, the first breweries, the first important temperance movement, the first church, the first Sunday school, the first federal recruiting station, the first slaves came here and Albany was the first city to



FRONT OF THE STONEMAN PLANT, 45 HUDSON AVENUE, WHICH WAS BUILT IN 1790.

abolish slavery by banishing the negroes from the city. There is no end to the important things and important works that were given birth in Albany but that is wandering from the subject of Stoneman and the knit tie industry.

Albany Product Is Now Sent to all Parts of This Country and Also to Many Foreign Points for Distribution--Ties of This Kind Have Many Advantages.

one with other colors showing through with most tasty effect. Everyone may not think of Albany when they buy a knit tie, but the business on Hudson avenue is sufficiently established to inform the outside world that there is a man in Albany named Stoneman and that he makes an infinite brand of knit ties, the only kind that slip easy in the collar.

LARGEST LIVE OAKS

Charleston Claims Palm With One Thirty-five Feet in Circumference.
A woman living in South Carolina boasts that her state has the largest live oaks in the world. She discovered in a copy of Country Life in America a picture of a California tree labeled "The Largest Oak in the World," and she forthwith flew to the defense of the Carolinian specimens.
"Middleton Place Gardens on the Ashley, near Charleston," she writes, "afford some specimens that will put this famous California tree to third or fourth place. On the lawn of Middleton Place there stands the sovereign of South Carolina live oaks. The age of this tree, as of many others near it, is beyond the knowledge of man. The waist of the trunk measures 36 feet 6 inches. Its spread from the top to the old growth is 125 feet. This is as far as I can learn, and I have investigated quite a bit--the largest oak tree in the world."
"Another Middleton Place specimen is probably the most beautiful in existence and second in point of size, having a trunk 27 feet in circumference. Another notable live oak is to be found on one of the terraces near the parterre. Its waist measurement is only 23 feet 4 inches, but it has a spread from tip to tip of 170 feet. "I heard of an oak tree at Milledgeville, S. C., that was, and still is, the talk of the countryside. Conductors on the trains tell strangers of its great size. I sent to Meggett and had measurements of the tree made. The trunk was only 23 feet in circumference and the spread 125 feet. Then I wrote to a friend of mine, who, while in England, interested herself very much in the oak trees there, their size, etc."
"She writes that she neither saw nor heard of an oak tree there that was as large as that on the lawn at Middleton Place Gardens. She said, however, that there was in England now the decayed stump of an oak tree that once boasted the noble waist measurement of 65 feet."

OLDTIME VERSATILITY.

Henry Watterson, in an interview in Washington, praised the American journalist of the old school. "The journalist of the old school," said Mr. Watterson, with his hearty laugh, "was remarkable above all things for versatility. He, unlike your college-bred journalist of today, never knew, when he turned up at the office, whether he'd be handed a mop, an opera ticket or a pair of shears--and he was equally at home with all three."--New York Tribune.

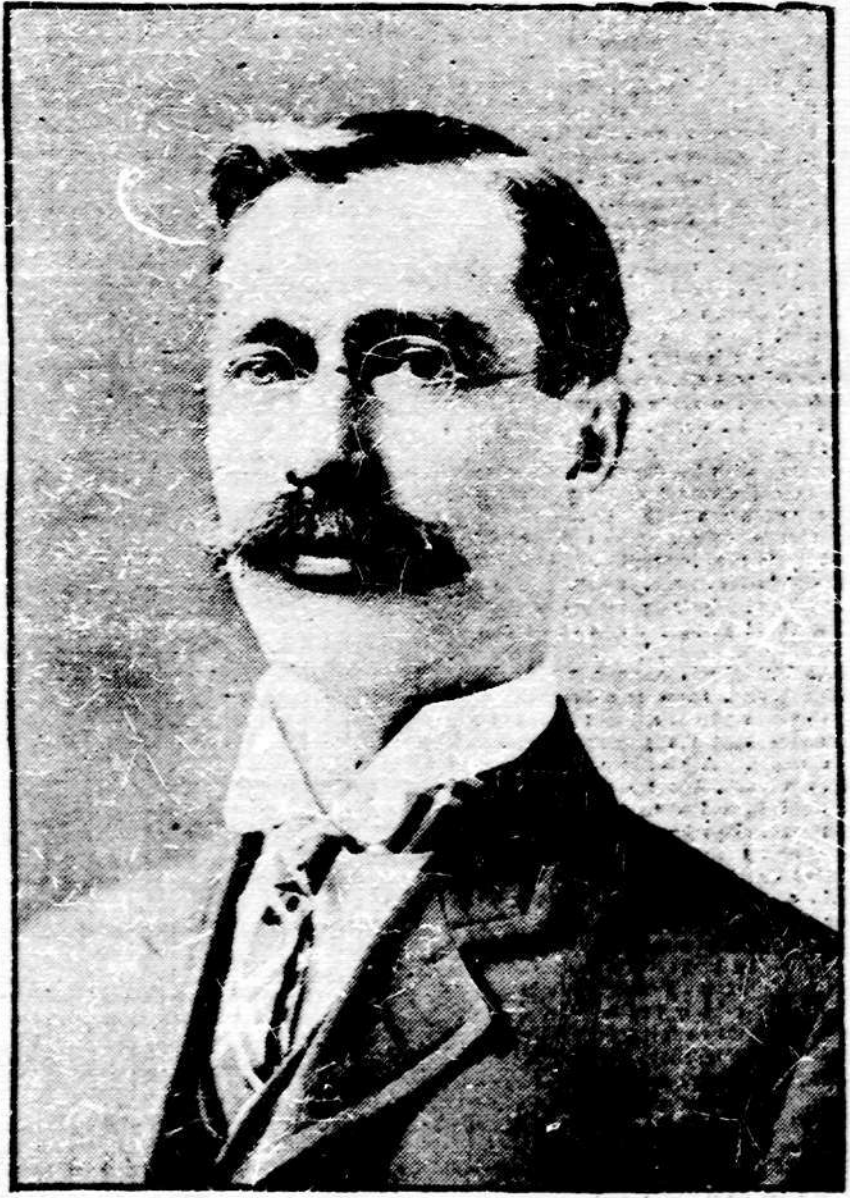
AUTOMOBILE TRUCK WILL PROVE IMPORTANT AS AID TO NEW YORK BARGE CANAL TRAFFIC

Every Point in State Is Within Seventy-five Miles (a Day's Motor Truck Run) of the New Waterway--Good Roads Make Heavy Hauls by Auto an Easy Matter.

By MORTIMER G. BARNES.

AS the spirit of progressiveness seems to be occupying the minds of the good people of this country at present, and as The Knickerbocker Press is taking an active part in promoting the welfare of the citizens of the Capitol District, it might not be amiss to invite attention to some of the modern phases of transportation that are beginning to make their influence felt. The State of New York is already committed to a comprehensive system of canals and highways. The Governor has recently approved the bill, submitting to the voters of New York State the question of appropriating an additional \$50,000,000 for highway improvement. He has also approved the bill which will permit Albany to improve its water front and terminal facilities in such a way as to be prepared for an increased commerce which it is believed the canals and highways will attract to this locality. In carrying out these improvements it is well to have in mind the enlarged local business that will result from a greater development of the agricultural districts tributary to the canal system.

The canals of the State of New York were probably the most potent factor in the State's early development. The advantages of the natural waterways early improved and supplemented by a network of canals, gave the State such an impetus as to place it in the first rank of states of the Union. These waterways afforded the first means of transportation and made possible the early development of the interior. Although the distance from New York to Buffalo by water is approximately 500 miles no part of the State is more than seventy-five miles in a direct line from some waterway.



MORTIMER G. BARNES Consulting Engineer in the office of the New York State Engineer and Surveyor

completion; but since the inception of the barge canal a new factor in transportation facilities has made its appearance. It is becoming a strong competitor for its share of the State's commerce and promises great results in the future development of the State. This new factor is the automobile truck. Although it is a new development and has been in commercial use but a short time, the truck has already proved its worth. In use on the good roads the State is building, it will give every hamlet and every farm-

This Method Shows Great Saving Over Old Scheme of Transporting Products by Horse and Wagon and Is Destined to be an Important Factor in Transportation from Now On.

with these trucks will serve to show their "range of usefulness." Mines and quarries in northern New York and Vermont are being served by them, bringing out the raw material and returning coal and supplies for the use of miners and quarries. Statistics show that they are doing this work for less than one-fourth the cost of team haul and approximately equal to the cost of rail.

Trucks Extensively Used.
New York State contractors and contractors generally are making extensive use of the truck in their business. A certain large contractor on water supply and hydro-electric projects uses the trucks in hauling coal, stone, cement, sand and other supplies in preference to teams and has shown by carefully kept records that the cost of haul is less than one-fourth the cost of animal traction. Freight lines are being established in many localities doing a local freight business between cities located on railroads and between railroad towns and outlying villages not served by the railroads. A fair average cost of doing this work including every item of expense, depreciation and six per cent. interest on investment runs from \$7 to \$12 per day, depending on roads, size of truck, commodities handled, length of haul and a few other factors entering into the problem; the average cost per ton mile running from two and a half cents to six cents.

A truck owner in eastern Nebraska is doing a very profitable business in hauling milk and cream to the Omaha markets. He picks up milk and cream at various villages and farms along his route, first loading his truck with seventy cans, which weigh filled from 100 to 105 pounds. He then loads an ordinary farm wagon as a trailer, the average load on a trailer being thirty cans. Thus the truck and one trailer will take 100 cans of milk to market and return the cans empty in the afternoon. His average round trip is sixty-three miles per day and the average amount of gasoline used is nine gallons. This route is over the ordinary clay roads of eastern Ne-

braska. Counting the owner's time at \$2.50 per day and allowing six per cent on his investment his total expense per day is about as follows:

Gasoline, 9 gal. at 15c	\$1.35
Oil, grease and waste	.40
Interest and insurance	.25
Depreciation, 10 per cent	1.50
Repairs and tires	4.00
Total cost per day	\$16.50
Cost per mile	.17

Gives Quicker Service.
In addition to doing the work cheaper than the railroad can do it, he goes to the producer for his goods, delivers them to the consumer and returns the empty cans on the same day, cutting out the terminal and trucking charges, and delivering the goods quicker and in better shape than was formerly done by rail. If such things can be done on the dirt roads of Nebraska much better results may be obtained over the splendid new roads of New York State.

To reap the fullest benefit from the good roads and canals, the farmers, merchants, manufacturers and other shippers of New York State will eventually combine into shipping associations to own and operate their own boat and truck lines. An enterprising individual company or community has a great money-making opportunity in providing the public with a more convenient and quicker method of getting to and from isolated points than exists at present. The capital needed for the successful conduct of a freight boat and motor truck line is relatively small. When one considers the rich agricultural districts of New York State that do not now enjoy the entire benefits of the state's waterways, he will see the great benefits awaiting such localities in the organization and operation of mutual shipping associations. After a few such shipping associations are organized and the business public knows the great advantages to be derived from cooperation and the fullest use of its good roads and canals, these outlying districts will experience a growth and development of their resources that has heretofore been impossible, owing to the high cost of transportation. Incidentally numerous packet lines will be organized to carry on a local trade with New York city, Buffalo and other large shipping centers. Thus the highways will add very materially to the usefulness of the canals.

Mutual Shipping Association.
Assume, for example, that shippers of the Capitol District organize a mutual shipping association to carry on trade between Albany and New York by water. In addition to doing an ordinary packet business in manufactured articles, the boats could be equipped with refrigerators, thus permitting the handling of perishable articles. A very liberal estimate of the cost of haul by 1,000-ton barges between New York and Albany is \$1 per ton, and this amount at least twenty per cent profit on the investment. To this should be added a terminal charge of forty cents per ton making the total rate \$1.40. The present class rate by rail for third class

freight is \$2.40 per ton or a difference in favor of water transportation of \$2 per ton. Carefully kept records of the cost of hauling freight by electric battery or gasoline trucks, show that this work can be done at a profit from two and one-half cents to six cents per ton mile. Assuming a cost of five cents per ton mile the \$2 saved in water transportation will collect the freight from the producer and deliver it to the consumer over a distance of forty miles, so that the saving in freight rates by a line of boats operated in the interests of shippers would be sufficient to collect free of cost the products of the farm, garden, orchard, dairy and poultry yard over an extensive territory and deliver them to the consumer at the other end of the route and return the manufactured articles for the use of the farms and small villages. In addition, the transportation is quicker, safer and delivers the goods in better condition than by rail and cuts out terminal and trucking charges and the toll levied by the "middle man." The result would be greatly enhanced values of northern New York farm lands and village property, generally and less desire to congregate at large shipping centres.

Fonda An Example.
What has been said of the Capitol District applies with equal force to many other localities in northern New York. Fonda on the Mohawk river is another notable example. The villages of Johnstown, Gloversville, Broadbald and other towns north of the Mohawk now doing a large manufacturing business can, in connection with the farming community, supply freight sufficient to keep a fleet of boats busy throughout the season, and the distance in these outlying regions is not so great but what a trunk line over an improved road would make the round trip daily.

As stated above, no part of New York State is more than seventy-five miles from a direct line from some waterway. This is only a day's trip by truck or auto. The cost of haul by truck is less per ton mile than the local rail haul. Hence the construction of the good roads is equivalent to building so many miles of railroad. They will act as feeders to the canal. With the canals, roads and trucks the people of New York State will be practically independent of railroads for a local business. The tendency will be to develop the entire rural district greatly increasing the population of the district and the production of freight. And while a large amount will be handled by boat and truck, the resultant increase of business will add materially to the freight offered to rail carriers.

THE PARDONING POWER

King Has It in England and Here It Belongs to Executive.

Belongs to Executive.
Anciently in England the right of pardoning offences within certain districts was claimed by the lords of marches and others who had Jura regalia by ancient grants from the crown or by prescription. The prerogative was later vested in the king, who was entrusted with it upon special confidence that he would spare only those whose case, could it have been foreseen, the law itself would have exempted out of the general rules.
At the present day in England a pardon may and commonly does proceed from the crown, through the home secretary, although, says Case and Comment, steps relieving the king of a part at least of this duty have already been taken.
In the United States the federal constitution gives the President the "power to grant reprieves and pardons against the United States, except in cases of impeachment." In some of the states the pardoning power is given to the executive alone, in others it is given to the executive with the advice or consent of council or other body, and in still others the power is given to pardoning boards.
It has been held, however, that the pardoning power is not naturally or necessarily an executive function, and that, where the constitution is silent, it vests no more in one branch of the government than in the other. Upon the principle that the executive has only the pardoning power expressly given by the constitution, the legislative right to exercise the power has been sustained. It may be stated generally that the decisions seem to be in favor of the legislative power to grant pardons before conviction, but that, while not altogether reconcilable as to legislative power to grant them after conviction, they are, on the whole, against such power.

NEW SUPPLY.

"Look here, kid," said the boss to his office boy, "since the ball season opened I've let you off twice to attend your grandmother's funeral, and now you've come for the third time."
"Honest, boss, I'm giving it to you straight," replied the boy. "My mother's just got a divorce and married again."--New York Tribune.