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TYPOGRAPHICAL UNION
JUNE 1912

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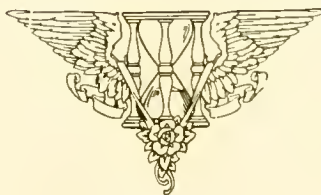
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THIRD ANNUAL CONVENTION

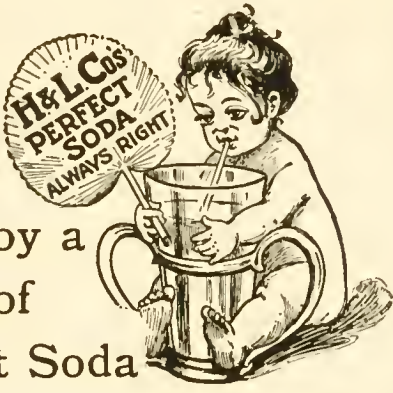
NEW ENGLAND TYPOGRAPHICAL UNION



PROVIDENCE, R. I.
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To Fraternal Organizations
We want to print your Meeting Notices, Constitutions, Envelopes, Letter Heads, Due Books, Ballots, Officers' Reports, Etc.

If you want to reach a choice list of buyers advertise in the Providence Visitor. All the large department stores find it to their advantage to advertise in this paper. Why not give it a trial?

Get your friends to subscribe for the Providence Visitor, one of the leading Catholic newspapers in the United States. All the news of interest to Catholics from all parts of the world.

The Souvenir

IN the preparation of this book the committee have aimed to produce a souvenir of the convention that would be acceptable to the delegates and visitors — a memento appropriate to the occasion—that would in later years recall the enjoyments of their visit to Providence in

1912

Q Artist—Milton C. Halladay. ¶ Photographer—John R. Hess. ¶ Advertising Composition, Walter B. Norton, Frank C. Madden. ¶ Linotype Composition—Charles A. Savage. ¶ Presswork—James Sweeny, Raymond Hamilton. ¶ Writers—Josiah B. Bowditch, John F. Murphy. ¶ Photo-Engravers—Lincoln Engraving Company, Boston. ¶ Contour—Percy F. Cantwell, Frank A. Livingston, Daniel O'Connor, William J. Meegan. ¶ Printers—Visitor Printing Company.

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"CIVIC CENTRE"

Showing Butler Exchange, Union Trust Building, City Hall and Carrie Fountain, as Prominent Features of the View.



PROVIDENCE is not a boom city. It has never employed boosters to sing its praises to the outside world. It has grown gradually and steadily from a hamlet to a village, from a village to a city, and from a small city to a big one. It has now more inhabitants than many of the

celebrated cities of antiquity ever possessed—probably more than Athens or Jerusalem ever had. Nearly a quarter million people reside within its corporate limits; nearly a half million make their homes within a ten-mile circle of its City Hall, and it is a trading centre for fully a million souls.

Its inhabitants include representatives of nearly every race, religion and occupation under the sun. It includes rich and poor, millionaires and paupers. It has its palaces and its hovels, but on the whole the people of few large cities are as well-housed as those of Providence. There are but few apartment houses in the city, and the long rows of brick tenements, so conspicuous in most big cities, cannot be found in Providence, as its typical inhabitant demands sunlight and air in his home, and if living in a tenement, prefers a separate building, where each tenant rents the whole of a floor.

Providence is the trading centre of an extensive manufacturing district. Its largest suburb, Pawtucket, which joins it on the north, and which has a population of about 55,000, probably has a greater variety of manufacturers than any other city in the country of its size. Woonsocket, but a short trolley ride distant, has also a great variety of industries, while, in the intervening section between it and Pawtucket, along the Blackstone Valley are many great factories and workshops in the towns of Cumberland and Lincoln, and the city of Central Falls. Only about a dozen miles from Providence, and within its suburban trolley zone are the large



"STATE ROCK"
Roger Williams's Landing Place



BROWN UNIVERSITY CAMPUS
With University Hall as Central Feature

jewelry-making towns of Attleboro and North Attleboro, and but little further away, to the east and southeast, are the Massachusetts industrial cities of Taunton and Fall River—the latter the largest cotton-manufacturing city in the country. Joining Providence on the east, is the populous town of East Providence, which has several large manufactories, and further south, on the east side of Narragansett Bay are the towns of Warren and Bristol, with large textile and rubber establishments. Joining the central city on the south is the city of Cranston, which has among other industrial concerns large manufactories of automobiles and fire extinguishing appliances. Southwest of Crans-

ton in the Pawtuxet Valley, in the towns of Warwick, Coventry and Scituate, are more than a score of textile establishments which employ thousands of operatives. North Providence, which joins the city on the north, is dotted with cotton and woolen factories large and small, and a few miles further north is the town of Burrillville, with numerous woolen manufacturing concerns. In fact, nearly all of the other towns in the State contain one or more textile mills, not to mention Westerly at the southwest corner of the State, which, besides several factories, has large granite quarries. Many other manufacturing towns, over the State line, in Massachusetts and Connecticut, are also tributary to Providence as their trading and distributing centre.

But Providence is itself a great manufacturing city. It is the largest jewelry manufacturing city in the country, and, with Pawtucket, Cranston, Attleboro and North Attleboro—all within its suburban area—it may well be called one of the greatest jewelry manufacturing centres in the country, if not in the world. It is believed to contain the largest silverware establishment and the largest mechanical tool manufactory in the world.



WILLIAM GODDARD GATES, BROWN UNIVERSITY
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STATE ARMORY

A Most Beautiful Specimen of Architecture. With Greater Ground Floor Space Than Madison Square Garden

The product of its workers in the white metal exceeds that of any State in the country other than Rhode Island. The value of its gold and silver refining, largely the savings of the clippings and sweepings of its jewelry shops, is exceeded only by that of the metal refinings of New York City. It has the largest screw manufactory and the largest file manufactory in the world. It makes more woolen and worsted goods than any other American city except, possibly, Lawrence. It is the second largest producer of butterine. It is also a large producer of cotton goods, foundry and machine-shop products and rubber goods, and is one of the leading cities in the dyeing and finishing of textiles. Besides the leading industries here specified, it may be said that nearly every manufactured product in textiles, iron, gold, silver and other metals is made in Providence either in a large or small way.

Its prominence as a great manufacturing centre makes this city the natural point to which artisans of every degree and calling gravitate in search of employment; and, as the facility for obtaining workmen is an important

factor in industrial pursuits, Providence is naturally a desirable point for the location of new industries.

With the exception of Boston, Providence is the largest city in the Eastern States north of New York and east of Buffalo. It is on the shortest and most direct line between Boston and New York, and all express trains going in any direction stop at its Union Station, even including the fast trains between Boston and Washington, which sidetrack New York.

Trains are made up in Providence to go to sixteen different destinations outside of the city, and



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trolley cars pass beyond its limits to more than twenty-five different terminals. It has direct connection by electric railways with such important cities as New Bedford, Fall River, Taunton, Brockton, Boston, Worcester, Woonsocket and Newport. These various steam and trolley lines make it quickly accessible to more than a million people,



THE "ATHENAUM"
Oldest Library in Providence

and it is rapidly increasing in favor as a trading and recreation point. A large proportion of the industrial establishments in Rhode Island and within the Massachusetts and Connecticut portions of the Providence trading zone shut down at the noon hour on Saturdays and give their employes a half-holiday. A large proportion of the released workers immediately start for Providence. Incoming railway trains and trolley cars are crowded with the city-bound passengers all the afternoon and in the early evening, and the down-town streets, stores, play-houses, etc., are thronged with shoppers and pleasure-seekers until near midnight. It is doubtful if any street in any of our other American cities, except on special occasions, is so densely thronged with moving humanity as is lower Westminster street on Saturday nights. Most of the retail stores and all places of amusement and recreation are open until a late hour, and are liberally patronized. The shopping district is ablaze with electric lights and every



UNION PASSENGER STATION

View from the West, Showing Recently Erected Monument to Col. Young

variety of electric advertising signs on these weekly nights. Two of the department stores each have more than a thousand employes and a third has nearly a thousand, and one of the city's grocery market establishments has more than five hundred in its main store—the largest of its kind in the country—and its city branch stores. These retail places are often crowded to the doors on Saturday nights with eager shoppers. A view of down-town Providence on these nights is well worth a visit to the city.

The city of Providence stands at the head of Narragansett Bay, one of the handsomest and safest land-locked tidewaters in the world. This bay, which is about thirty miles long and three to twelve miles broad, embracing some 300 square miles, is practically land-locked. Once inside its middle or western passages, which are entered through channels 400 feet wide, a vessel is in safe waters during the most violent storms. This city lies at the head of the western arm of the bay, miles beyond range of projectiles from a hostile fleet. Providence river, so-

called, which is really a tidal arm of the bay, is formed by the union of the Moshassuck and Woonasquatucket rivers, near the centre of the city. About a mile below their junction their waters join with those of the larger Seekonk river, which, rising in Massachusetts, is known as the Blackstone river until it reaches Pawtucket, Providence's big northern suburb. The tri-river stream enters Narragansett Bay about a mile and a half



BOARD OF TRADE BUILDING

south of their junction. The wide area between the junction of the three rivers at Fox Point, and their exit^o into the bay, between Field's Point and Kittle Point, is called the outer harbor.

During the Colonial times and at a later period before it became a settled policy of the Federal Government to discourage foreign importations, Providence was a port of considerable importance. Its trading ships—most of them built in its own shipyards—were among the fastest on the ocean, and traded all over the world, but for many years past the energies of its people have been largely devoted to manufacturing, and its foreign commerce has dwindled. The wares of its great industrial zone have been sent to other ports for export and its sea freighting has been mainly confined to the importation of raw material required in manufacture, to the incoming and outgoing of coal carriers, and to other coastwise barter. It has lines of steamers for passenger and freight service with New York, Philadelphia and Chesapeake ports. But it has hitherto been content to allow its best passenger steamers to discontinue their sailings to New York during about half of the year, for the benefit of other and inferior ports. Providence at last, however, is awakening from its slumbers. It is beginning to realize its possibilities as an ocean port and as a commanding internal distributing point. The National Government is deepening the channel below Fox Point to a mean low water depth of 25 feet. The State and city have voted large sums for harbor improvement. The contract has been awarded by the State for a quarter of a million dollar pier 600 feet in length on the west side of the harbor, and the city has begun the erection of a solid granite wharf, 1470 feet in length, along its Field Point property.

Ocean steamers of the Fabre Line, plying between New York, the Azores and Mediterranean ports, selected this city as a port of call last year, and its steamers now touch here regularly about once a fortnight and find it a paying venture, as they usually take on and land more passengers here than they do in New York. This ocean business

has attained such importance that the Federal Government is about to make the port a regular quarantine and immigration station.

Nor is the vision of the optimistic Providence boomer confined to the Atlantic Ocean. The Grand Trunk Railway, which is now building an extension from Palmer, Mass., to Providence, expects to have its trains running to this city the latter part of the present year. This will give Rhode Island a competing line, thus insuring it the lowest freight rates, and enabling our people to bring wheat direct from the Canadian northwest, without transshipment, and will enable our industrial establishments to send our wares direct to the Orient by the Grand Trunk Pacific terminus. The Grand Trunk will run a line of steamers for passenger and freight service between this city and New York, and it is expected that it will also establish one or more lines of steamers to ply between Providence and European ports.

Many of our manufacturing cities are largely dependent upon one great industry. We have our cotton manufacturing cities, our woolen manufacturing cities, our silk, shoe, automobile and iron manufacturing great towns, besides many other dependent in a great measure upon a single industry. Providence, however, has more than one string to its bow. It and its big suburb, Pawtucket, have so many diversified industries that they are not seriously affected by the depression of any one of them.

Providence is the largest jewelry manufacturing city in the country. All varieties and grades of jewelry are produced here. In fact, this city may be said to be the pioneer town, the first in the country to apply machinery and power to the making of jewelry, and the first to establish a process of filling the gold with a cheaper material. It now has over two hundred establishments engaged in this industry. Every variety of jewelry ornaments and every grade from pure brass to pure gold and from glass or paste to diamond is turned out. It has the distinction of having the largest and best equipped gold and gold-filled manufactory in the country, and its enterprising

makers, many of whom have risen from the apprentice bench, are producing jewelry for exportation to foreign climes as well as for home consumption. Many large jewelry blocks equipped with the latest appliances have been erected within recent years, and are well-worth visiting by sight-seers. Jewelry-making has developed into a science and the wasteful processes formerly in vogue are no longer in evidence. In the early stages of manufacture the gold and silver clippings and filings were swept out with the dust of the floors, and many thousands of dollars were thus lost each year. But in 1850 the late John Austin, a Providence jeweler, conceived the idea that money might be made by refining the waste. His success led others to engage in the business, and there are now nearly a dozen establishments that are following this industry either in whole or in part. The product of these savings amounts to several millions of dollars annually.

Providence also leads the country in the manufacture of silverware. An apprentice of Nehemiah Dodge, the pioneer jewelry manufacturer of the country—Jabez Gorham—began the manufacture of silverware in Providence nearly a century ago and founded what is now probably the largest and most complete silverware manufactory in the world. This establishment—the Gorham Manufacturing Company—employs about 2000 hands, and besides making every grade of silverware and silver ornaments, produces silver and bronze statuary that attract world-wide attention. Among its products of this character which stand in Providence parks are bronze statues of Columbus and of Admiral Hopkins of Revolutionary fame. Among its recent productions of this character are an equestrian statue of Gen. Sherman and statues of several of the great Confederate leaders of the Civil War.

The Brown & Sharpe Manufacturing Company, whose plant, which covers many acres of area, is not far from the Union Passenger Station, is believed to be the largest small tool manufactory in the world. It was established in 1833 by David and Joseph Brown, and in 1853, when Lucius Sharpe became a member of the firm, em-

ployed only fourteen persons. It now gives employment to more than four thousand men, besides about one hundred women, and half a hundred boys, under sixteen. This establishment makes the Wilcox & Gebb sewing machine, and its tools of many kinds are standard articles all over the world.

Other manufactories in which Providence leads the country are wood screws, so-called, and files. The American Screw Company and the Nicholson File Company, which each employ more than a thousand hands are reputed to be the largest manufactories of the kind in the world.

Providence is the largest or second largest woolen and worsted manufacturing city in the country. One of its worsted factories employs nearly three thousand hands, another nearly two thousand, and a third more than a thousand. Other large woolen and worsted factories are located in North Providence, Pawtucket, Burrillville, Woonsocket and South Kingston. Although there are several cotton mills within the city limits, the production of cotton goods is more largely developed in Pawtucket, Central Falls, Cumberland, Lincoln, Warren, Warwick and Woonsocket. Several of these mills employ over a thousand operatives each. One in Pawtucket, supposed to be the largest thread mill in the United States, has about two thousand workers on its pay roll. Robert Knight of Providence, who began work when a small boy in a cotton mill, is supposed to be the largest individual cotton manufacturer in the country, if not in the world. He has nineteen cotton factories—fifteen in Rhode Island and four in Massachusetts. One of these mills, at Natick, in the town of Warwick, is probably the largest cotton mill under one continuous roof in the United States. Mr. Knight, although now on the shady side of eighty, manages his own business and keeps track of the operation of his score of mills down to the minutest details.

Providence is largely engaged in the manufacture of butterine, of locomotives, of rubber goods, automobiles, electrical appliances, of various foundry and machine products. In fact this city makes, either in a large or small way, nearly everything pro-

duced by handwork or machinery required by the American people. According to the United States census of 1910 this city has 1080 manufactories, with a capital of \$118,512,000, employing 46,379 workers, and turning out products valued at \$120,328,000.

Historically Providence is one of the oldest towns settled by the English in the New World. The story of Roger Williams and his struggles for "soul liberty" is familiar to every school child in America, and need not be told here. He escaped deportation as an undesirable citizen by leaving Salem between two days and taking to the woods. Thinking himself beyond reach of his persecutors, he built a cabin and grubbed in some crops on the east side of the Seekonk river, in what is now the town of Cumberland, this State, but which was then within the boundaries of the Plymouth Colony. The Governor of the latter, not wishing to offend the Massachusetts Bay people by harboring a recusant, in a friendly letter advised Roger to cross the river. Abandoning his cabin and sprouting crops, he, with five companions, paddled down the Seekonk to State Rock, where he was greeted by some Indians with "What cheer, netop?" Posterity has discarded the netop, but "What Cheer" is as much in evidence in Providence nomenclature as is the wolf in Rome. History says that these six pioneers passed around India and Fox Point and paddled up the Moshassuck to a spring, but it is in accordance with the popular belief that they landed on State Rock, and what has been left of that rock by souvenir gatherers can be now seen within a small enclosure on the East Side. Whether the first landing made by the exiles was or was not made upon the rock is of no great consequence, but the student of history should be warned against the version of the incident gotten up by some irreverent Brown students, who claimed that Roger on landing said "What cheer?" and that the Indians replied:

"We have neither chair nor stool,
Squat on the rock, as we do,
You darned old fool!"

This Brown burlesque is almost as historically inaccurate as is the claim that the

old stone mill at Newport was erected by the Northmen.

The founder of Providence and his followers purchased land of the Indians, and built their cabins along the line of North and South Main street, each man's land, as divided, reaching back from that road east to the Seekonk river. It is an interesting fact that many of the narrow streets and lanes which run east from this old town street were originally the foot and bridle paths made by the first settlers in going back and forth between their cabins and their lots. Many of the large cities in the West have been made to order, so to speak. They were planned, regularly laid out with broad avenues and cross streets, intersecting each other at right angles—all "blue-printed"—before their projected inhabitants started building. Not so our old New England towns, of which Boston and Providence are conspicuous examples, with quaint old buildings and narrow and crooked streets certifying to their antiquity. They, like Topsy, of Uncle Tom's Cabin fame, were not made. They "grewed."

But, although an ancient city, in the American sense, Providence is neither decrepit, nor a back number. It has spent millions of dollars in widening and improving its streets; in sewers, parks and tunnels, in purifying and improving its water supply for domestic and public use, in freeing its streams from sewage in improved sanitation and in enforcing sanitary rules, in securing adequate hospital service, and in various other ways bettering the physical and moral well-being of its residents. The public parks and playgrounds of Providence have been supplemented by a Metropolitan Park system, chartered by the State and endowed with extensive powers, whose object is "the acquirement and preservation of plans of public usefulness, natural beauty and historic interest" in and near to the greater city "for the full enjoyment of all the people forever."

Roger Williams Park, the city's largest and most popular common, is a part of the original gift of Miantonomi to Roger Williams. It dates from 1871, when Betsy Williams, a lineal descendant of Rhode Island's

First Citizen, bequeathed her ancestral farm to the City for a public park. Extensive additions have since been made, including "Cunliff's Pond," a chain of natural lakes, which cover 140 acres, and with its bays and inlets has a shore line of seven or eight miles. It is doubtful if any other city park in the country can afford pleasure seekers such an extensive motor boat or row boat course. These park lakes are stocked with fish and water fowl of various kinds, and fishing is permitted from boats at certain seasons of the year. This park contains a casino, with cafe and assembly hall, a natural history museum, cages of small animals, a deer park, a number of ponies for children to ride or drive, and a large flock of Southdown sheep. The Betsy Williams cottage, which is now used as a resting place for women and children, and which contains many articles of historic interest, was built in 1773. This little red building, the Roger Williams monument, and a small ancient burial ground of the Williams family are near the main entrances to the park from Elmwood avenue. This park embraces in all about 432 acres.

There are nearly two score other public parks within the city limits, making the whole park area about 650 acres. Public institutions control over 800 acres more, and there are about three and one-half miles of boulevards within the city, to which the Metropolitan Park system will eventually add about 36 miles of boulevards and many hundreds of acres of parkland, including lakes, hills, forests, river and bay shores.

Besides Roger Williams Park, the city has several other public breathing places worthy of attention. Blackstone Park, in the northeastern part of the city, extends along the Seekonk about one and one-half miles, and contains 45½ acres. Blackstone Boulevard extends from this park north to Hope street at the city line about one and three-quar-

ter miles. It is 200 feet in width. Davis Park, containing 38½ acres, is a point of historic interest. Fort Independence Park at Feld's Point, overlooking the bay, contains 37 acres. Neutaconkanut Park, about 40½ acres in extent, situated on high ground, in the southwest part of the city, affords a fine view of the city and its surroundings. The Dexter Training Ground, between Dexter, Parade, Cranston and Waterloo streets, is a common about nine acres in extent, which was donated to the then town of Providence in 1824, by Ebenezer Knight Dexter, for the training of military companies. The State Armory, which cost three-quarters of a million dollars, and which contains the largest hall in New England, stands at the southeast end of this common. It is an interesting fact that the terms of the Dexter Donation, which includes several other portions of real estate besides this Training Ground and the Dexter Asylum, requires Providence to hold a public town meeting once a year, to hear the report of the officials in charge, and to take such action, if any, as may be deemed necessary in regard to the management of the property. This town meeting is regularly warned, and is held in the City Hall, but, as it is considered as only a mere formality, very few of the city's freemen ever attend it.

Providence has many other smaller parks and open grounds, some of which are noted historic points. Visitors to the city alighting at the Union Passenger Station, pass through a plaza—known as "Exchange Place"—which constitutes a public entrance—a reception area such as no other city in America can boast of. Speaking of it, a noted Boston architect recently said: "Providence has taken advantage of an opportunity to create a beautiful Civic Centre such as any city in the world might envy, and it has been the first of the large cities to achieve results along the lines to which

so much modern thought is being given. The city has set aside for itself land valued at about \$3,000,000, and has converted it into a fine square, making it a railroad entrance unsurpassed in America." Facing this public ground are the City Hall, which was built nearly forty years ago, at a cost of more than \$1,000,000, and which is now too small for the city's needs; the new Federal Building, which cost about \$1,300,000; the Union Station, which, with approaches, river walls and viaduct, cost \$4,400,000; the Central Fire Station building; and, on its southeast front a line of business blocks, one of which—the Butler Exchange—cost nearly a million dollars. This plaza, which is known as "Exchange Place," contains an imposing Soldiers' and Sailors' monument, a heroic, equestrian statue of General Burnside, the Bajnotti Memorial Fountain, and a monument of Colonel James Young are located on City Hall Park, which lies between Exchange Place and the Union Station. North of the station are the State Normal School building, which cost a half-million dollars, and the New State House, which cost about \$3,200,000. This structure, one of the handsomest and most imposing Capital buildings in the country, is in plain view of railway trains approaching the station. It stands on a commanding eminence overlooking the city.

Strangers visiting the city will find many objects of great interest in this building. It contains a large full-length portrait of George Washington, painted by the celebrated artist, Gilbert Stuart, in Philadelphia, in 1795. As President Washington gave him a sitting for this portrait, it may be accepted as a correct likeness of the Father of His Country. King Charles Charter, granted to the colony in 1663, which is in a good state of preservation, is also on exhibition. When Sir Edmund Andros, with his army of sixty British regulars came to Newport, in 1687, and demanded the surrender of this

charter, Governor Walter Clarke, after a diligent search in the presence of the pompous Britisher, failed to find it. He had taken the precaution to send it to his brother with instructions to hide it. Where it was hidden is not now known, but Rhode Island, as well as Connecticut, succeeded in preserving its charter, although the fact has been overlooked by national historians. Another historical relic which can be seen at the State House is a small frame made from the woodwork of the British armed schooner Gaspee, which was destroyed by Providence patriots, as she lay aground in Narragansett Bay, on the night of June 10, 1772. This frame contains a copy of Governor Wanton's proclamation, offering a reward of £100 for the arrest of the perpetrators of this "outrage." Large portraits of nearly all the Colonial and State Governors of Rhode Island hang in the corridors, on each side of the Senate and House Chambers of the State House.

The old State House, on North Main street, a two-story structure, 40 by 70 feet, and which originally cost \$8750, was built about 1763, and was used by the State until January, 1901. It is now used for court purposes.

OTHER BUILDINGS AND HISTORIC POINTS.

The three tallest buildings in Providence are the Industrial Trust building at the corner of Westminster and Exchange streets; the Grosvenor (formerly Banigan) building, at the corner of Weybosset and Exchange streets; and the Union Trust building, which stands at the corner of Westminster and Dorrance streets. They are respectively nine, ten and twelve stories in height. The Manufacturers' building on Sabin and Bevelly streets, although but seven stories in height, probably covers more ground space than any other office building in the city. It is mainly devoted

to jewelry manufacturing, and is frequently referred to as the largest jewelry shop building in the world.

For a city of its size Providence is deficient in large first-class hotels. In the Narragansett and Crown hotels, however, it possesses two, which in size, equipment, cuisine and management, ranks with the best public houses in the country. Among the important educational institutions of the city Brown University stands first and foremost. It was founded in 1764, and was first located at Warren, but was removed to Providence in 1770. During six years of the Revolution, most of its students being in the Patriot army, University Hall, now used as a dormitory, was used as a barrack and hospital by the American and French forces. It now has, including the five buildings of the women's annex (Pembroke College), about 25 buildings, including detached ones. This college, although nominally Baptist, is open to and is liberally patronized by students of all denominations, from all over the world. It contains about a thousand students. Its library, of about 175,000 volumes—one of the largest in the country—has recently been removed from the old library building to a splendid new structure erected in memory of the late John Hay, who was an alumnus of the university. The Moses Brown School, formerly known as the Friends School, was started by the Society of Friends at Portsmouth, in 1794, but was soon discontinued for want of patronage, and was reopened at Providence in 1819, and has had a vigorous life. The State Normal School building, previously mentioned, was dedicated in 1898. The Rhode Island School of Design, which was incorporated in 1877, but which owes its present importance to liberal private donations within recent years, has become a great aid in the industrial development of Southern New England. It has about a thousand students, and contains many rare works of art and of historic value. The Academy of the Sacred Heart is an important educational institution of the Catholics, as is La Salle Academy, on Fountain street. The city also contains many other important schools, public and private, religious and non-sectarian, academical, commercial and technical.

Besides the Brown University library, previously mentioned, the most important ones are: The Public Library, which occupies a handsome structure, which cost about a half-million dollars, and which contains with its branches, about 175,000 volumes; the Rhode Island Historical Society, which contains 22,000 bound volumes, 40,000 pamphlets, and hundreds of volumes of manuscript, besides many rare historical relics; the John Carter Brown Library, begun before the Revolution, and presented to Brown University in 1901, and credited with having the best and most complete collection of historical data relating to North and South America in existence; the Athenaeum, an old institution, which contains about 70,000 volumes, besides many bound files of newspapers and other periodicals; the Rhode Island State Library, which has already outgrown its extensive headquarters at the State House; the State Law Library in the Providence County Court House, and many others, including some large and valuable private collectoins.

The city has many points of interest, not already mentioned. The Arcade, on Westminster street in the heart of the business centre, which was built in 1828, was considered so wonderful at the time that it occupied a prominent place in the early geographies and gazeteers. Its pillars, 22 feet long and three feet in diameter, and which were cut by hand from Rhode Island granite, are pronounced the largest monoliths in America, excepting those of the Cathedral of St. John the Divine, in New York, N. Y. Among the churches, the most noticeable in the business section are the First Baptist Meeting House on North Main street, erected in 1775, in which the Brown Commencements are always held, and whose spire is 196 feet in height; Grace (Episcopal) Church on Westminster street, erected in 1845; the Beneficent Congregational Church ("Round Top"), on Weybosset street, built in 1809; and the Cathedral of SS. Peter and Paul (Catholic), at the junction of Weybosset and Westminster streets. This cathedral, one of the largest in the country, was dedicated in 1886. The Old Market House, now occupied by the Providence Board of Trade, and which, like the Old State House in Boston, obstructs traffic, standing as it

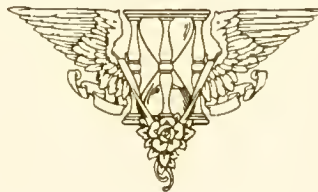
does, in the centre of the east entrance to Market Square, was built in 1773. Any attempt to raze this building would cause an alarming riot in this peaceful and law-abiding city. "Turk's Head," at the junction of Westminster and Weybosset streets, has been recently denuded of old colonial wooden buildings to make way for a sixteen-story wooden block, which will probably be the highest extension toward the zenith allowed to Providence buildings for some years. Other buildings of historic interest are the old Arsenal on Benefit street; the Mansion House, formerly Golden Ball Inn, erected in 1784—which entertained Washington and other historic notables—also on Benefit street; the Door house on Benefit street, in the yard of which was Roger Williams's grave; the Hopkins House on Hopkins street, built in 1742; the Meeting street school house, erected in 1768; the first brick house in Providence, built between 1750 and 1760, at 537 North Main street; the Clarendon Hotel, built in 1775; the John Brown house on Power street, built in 1786, one of the finest colonial mansions in New England. Among many other points of interest to sight-seers in the city are Prospect Terrace, on Prospect street, from which commanding site a fine view of the city may be had; the camping ground of the French troops in 1781 and 1782, between Hope and North Main streets; earth works on Reservoir avenue, nearly opposite Mashapaug Pond, thrown up in the War of 1812; Fort

Independence, erected soon after the battle of Bunker Hill, in 1775, between Field's and Sassafras Points; Gaspee Point, where the Gaspee affair occurred in 1772; Roger Williams's grave, corner of Benefit and Bowen streets; Roger Williams ("Slate Rock") Rock, on a square bounded by Williams, Power, Gano and Roger streets; and Roger Williams Spring, at northwest corner of North Main street—No. 244—and Almo lane.

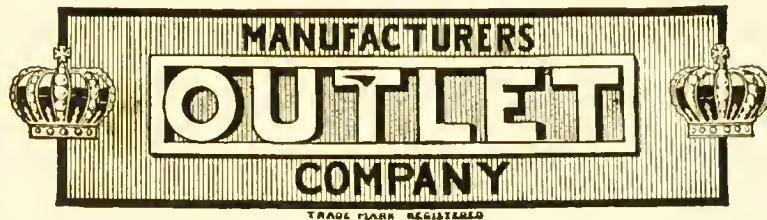
Outside of Providence proper, within a short trolley ride of the city, are many other points of interest.

Both sides of Narragansett Bay are dotted with shore resorts, many of them having fine bathing beaches, and all of them serving Rhode Island's favorite bivalvular feast—a clam dinner. Visitors should understand that no true Rhode Islander believes that anyone but a Rhode Island native is able to produce a genuine clam dinner. These resorts, of which Crescent Park and Rocky Point are the headliners, can be reached by boat or trolley. Steamers leave the city wharves during the season half-hourly.

Rhode Island's world-renowned shore resorts, Newport and Narragansett Pier, can also be reached by steamer, or by steam or electric railways. Steamers also run daily from Providence to Block Island, which is several miles "out at sea," and which is also a favorite summer resort, and which adds sword-fishing to its many other attractions.



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COLT MEMORIAL HIGH SCHOOL, BRISTOL.

(Photo by F. H. Farley.)



HIS magnificent building adjoins Col. Colt's home, "Linden Place," and was erected by Col. Samuel Pomeroy Colt in memory of his mother, Theodora De Woif Colt. The cornerstone was laid on October 16, 1906, by the Grand Lodge of Masons of Rhode Island. The building was opened for public instructions on Monday, April 12, 1909. Interesting exercises were held at that time, at which were gathered prominent educators and citizens from New England and elsewhere. School sessions commenced on the day following.

The building is of white Georgia marble, similar to that used in the State House at Providence. The main building has a frontage of 84 feet on Hope street and 69 feet on Bradford street. The structure is two and one-

half stories high with a deep basement. On the first floor are two class rooms, two recitation rooms and a laboratory. On the second floor are two more class rooms and a large library. In the rear of the main building is an ell which is used as an assembly room, with an entrance to the gallery from the second floor of the main building. The assembly room is used for entertainments, lectures, etc., and is lighted by a handsome skylight. On the third floor is a chemical laboratory, teachers' room and store room. Manual training rooms are located in the basement. The interior of the building is finished in an artistic manner and the furnishings are of the best. The architects were Cooper and Bailey of Boston and the construction work was done by Norcross Brothers of Worcester and Providence.

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THE NEW ENGLAND TYPOGRAPHICAL UNION

By John F. Murphy



DURING the first week of September, 1910, a call was sent out by Boston Typographical Union to all sister unions in New England asking that representatives be sent to a conference to be held in Boston on Sunday, September 25, 1910. The object of this meeting was to find out the sentiment in regard to the advisability of forming a district organization which would comprise the territory covered by the six New England States. Fifteen typographical, two mailers and one newswriters' unions were represented at the meeting. After listening to a general discussion by the delegates it was the unanimous opinion that the time was ripe to take a decided step forward and launch a district organization to be known as the New England Typographical Union. But in order to properly carry on the work of an organization of this kind it is necessary to have a constitution. This was an obstacle which but few of the delegates had figured on meeting. To draft a constitution, present it, and have it adopted in the few hours the conference had to spare, was some feat to accomplish. Charles Carroll, who represented Providence at the meeting, volunteered his services and undertook the task of writing the constitution. At the evening session of the conference Mr. Carroll presented for the consideration of the delegates practically what is now the constitution of the N. E. T. U. Thus, with a constitution and a set of permanent officers the New England Typographical Union set out to accomplish what is contained in the first article of the constitution: "Its objects shall be promotion of all movements for the improvement of conditions of employment of Union printers, and the organization and strengthening of subordinate Unions of the International Union; organization work

among printers so situated as to render affiliation with subordinate Unions inconvenient, active work for extending recognition and use of all Union labels, and particularly the Union labels of the printing trades; an earnest endeavor to secure and promote publicity of the proper sort for Union endeavors and purposes; and in general, active co-operation with the officers of the International Typographical Union in carrying out the policies of the International Typographical Union."

To successfully carry out the program as outlined by the officers it was necessary to procure some revenue, this to be obtained by requesting local unions to become affiliated with the district organization and pay therein a per capita of 10 cents per member per year.

Waterbury union has the honor of being the first union to become affiliated, and the writer of this article was the member who introduced the motion that eventually started the general movement that had for its object the enrollment of all the unions in the six New England States into the New England Typographical Union.

The New England Union is a delegate organization, legislative authority belonging exclusively to the annual convention of delegates. Between conventions the administration of the affairs of the organization is entrusted to an executive board, consisting of the president, first vice-president and the secretary-treasurer.

In order to stimulate interest a Publicity Bureau was inaugurated which furnishes items of interest to the labor press in the district. The local secretaries gather items in their localities and forward same to the district secretary, who in turn publishes the

same in circular form and through the medium of the trade journals.

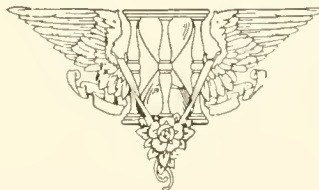
Next in line is the Information Bureau, which is a very valuable asset to the several departments maintained by the New England Union. The executive board has been able to collect a vast amount of data bearing on the printing business, which is of much benefit to the organization, especially in cases where information is desired that could not be procured in some instances for weeks, whereas it can now be obtained, and is often sent in return mail after a request is received.

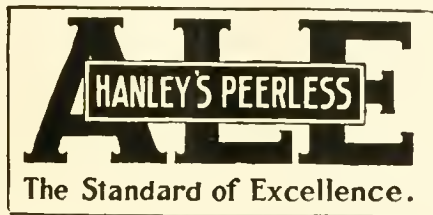
The best feature in connection with the work of the New England Typographical Union is the establishing of an Employment Bureau, which has proven a success from the start. In its report to the Lawrence convention the executive board recommended the establishing of an Employment Bureau. The convention approved the idea, and left the executive board to work out some definite plan. On February 1, 1911, pursuant to the instructions of the Lawrence convention, the executive board announced the inauguration of an Employment Bureau, with headquarters at the office of the district secretary. For the purpose of carrying out the work of the bureau, secretaries of local unions make out monthly reports on blanks furnished by the district secretary, on the first day of each month,

on the condition of trade in their several localities, and file the same with the district secretary, who on the fifth day of each month issues a synopsis of these reports in printed form for the information of members. These reports are of much value to the seeker of work, for they indicate where work may be obtained and cities to be avoided. Members who desire to enroll in the Employment Bureau obtain application cards either through the local or district secretary. The blanks are carefully filled out and returned, together with five self-addressed postals or stamped envelopes. The applicant is then enrolled and the postals are used to notify him of the opportunities for employment. Thus the only cost to the applicant is the amount expended on stationery. The bureau in its short existence has been instrumental in securing work, both temporary and permanent, for over a hundred of its applicants.

As the space allotted me for this article has been taken up in briefly pointing out the most prominent features of the New England Typographical Union, it is impossible to explain some of the other minor features that are being developed, but which will mature in all probability, at the Providence convention.

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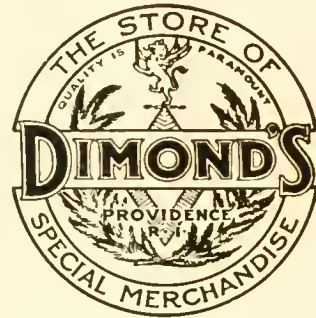
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THE INTERNATIONAL TYPOGRAPHICAL UNION



By James M. Lynch



THE International Typographical Union for over fifty years has endeavored to impart dignity to the craft by assisting in the maintenance of the just and equitable rights of the individual craftsman and cementing the bonds of friendship and brotherhood that should exist between all men, and especially those of a distinctive craft. So beneficial has the union been that we are desirous of extending its influence, for in proportion to the intelligence, unity and numerical strength of his organization does the wage-earner find, through higher wages, shorter hours and healthier conditions of labor, a taste of the advantages so fully secured by the superior intelligence and unity of the employing class.

These are the days of combination. Physicians have their medical association to regulate fees; the legal fraternity unite on all matters of common interest in the various bar associations; the powerful financial institutions of the country find it necessary to combine in the National Bankers' Association to accomplish their ends; the merchants and manufacturers attain the object of their desires through Boards of Trade—then, why should not the printers have an association in every city and town on this continent? The book and job employers are organized in several associations, which embrace all the larger cities, and in towns where their influence

does not extend the employers are few in number, and can be readily brought together. They can determine on a line of policy at a dinner, which is not possible among the workers owing to their greater number. Then there is the American Newspaper Publishers' Association, comprising nearly all the great newspapers of the country, and which, in the arbitration agreement, negotiated with the International Typographical Union, recognizes the strength and potency of our great labor union.

There are typographical unions in more than 700 cities and towns in the United States and Canada. The aims and objects of these organizations may be stated briefly as follows:

To elevate the position and maintain and protect the interests of the craft in general.

To establish and uphold a fair and equitable rate of wages, and to regulate all trade matters appertaining to the welfare of members.

To influence the apprenticeship system in the direction of intelligence, competency and skill, in the interest alike of employer and employe.

To endeavor to replace strikes and their attendant bitterness and pecuniary loss by arbitration and conciliation in the settlement of all disputes concerning wages and conditions of employment.

To relieve the deserving needy, and provide for the proper burial of deceased members.



JAMES M. LYNCH
President International Typographical Union.

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The Rhode Island Workmen's Compensation Act



WHEN the Beeckman Workmen's Compensation act passed the General Assembly a few weeks ago and Gov. Aram J. Pothier affixed his signature to it and made the bill a law, one of the most beneficent and important acts for wage-earners, no matter what their employment may be, was a reality.

The Compensation act was the work of Senator R. Livingston Beeckman of Newport. It is regarded, by wage-earners, labor leaders and employers of labor alike, as being as near the perfect act of the sort as there is in operation anywhere.

Senator Beeckman made up his mind two years ago that Rhode Island was in need of such an act. He has given the matter considerable attention and study and had come to the conclusion that there must be a better and more expeditious means of settling actions, brought by persons injured at their employment, than to recourse to lengthy and costly litigation. A study of the subject convinced the Newport Senator that in law suits of this kind the greater part of the money went to lawyers.

Senator Beeckman engaged a leading firm of lawyers to draft a bill covering the subject and paid for this work out of his own private funds. This alone saved the State many hundred dollars which ordinarily it would have to pay in the appointment of a commission to study the subject.

The Newport Senator lost no time and his Compensation act was the first bill introduced in the Senate at the last session. It was Senate Bill No. 1.

The Senator, however, did not push the bill through without consulting the persons most vitally interested—the workingmen themselves. He was of the opinion that so long as it was the ordinary workingman who was to be affected by the measure that the workingman must first see the bill. So, when the act was drafted the Senator in-

vised a number of the most prominent labor union leaders in the State to inspect and criticize his bill.

Representatives of the different labor bodies read the bill carefully. They found that it abolished the defense, that employers had previously made, of contributory negligence, fellow servant doctrine and assumed risk, and that it went a long way toward the injured workman saving lawyers' fees and getting a quick and generous compensation for injuries received.

The employers, too, read the act, and some of the largest approved of it. The Senator thereupon introduced the bill and fought it through both branches of the General Assembly. He proved himself a friend of the wage-earner in this matter by not sparing an effort to have it passed. He made no great display about his act but fought doggedly until he won.

It was an act which he did of his own accord and out of a generous feeling for the working people.

When the act finally passed and became a law a number of labor leaders, realizing that Senator Beeckman had brought about a reform that labor unions and working people generally had been fighting for for years, declared the Beeckman Workmen's Compensation act to be the most

important measure of the 1912 session or for any session for years past.

The pen, with which Gov. Pothier signed the Beeckman bill, was a solid gold one made especially for the purpose. The bill was signed with this in the presence of a large number of labor leaders and later the pen, with a suitable inscription, was presented by the labor leaders to Senator Beeckman.

The pen now occupies a prominent place in Senator Beeckman's study. It is prized by him as one of his most precious souvenirs, for it is the expression of the gratitude and esteem that working people, men women and children, all over the State cherish for the man who made the Beeckman Workmen's Compensation act a law.



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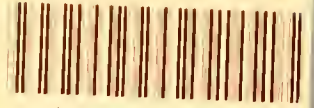


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