

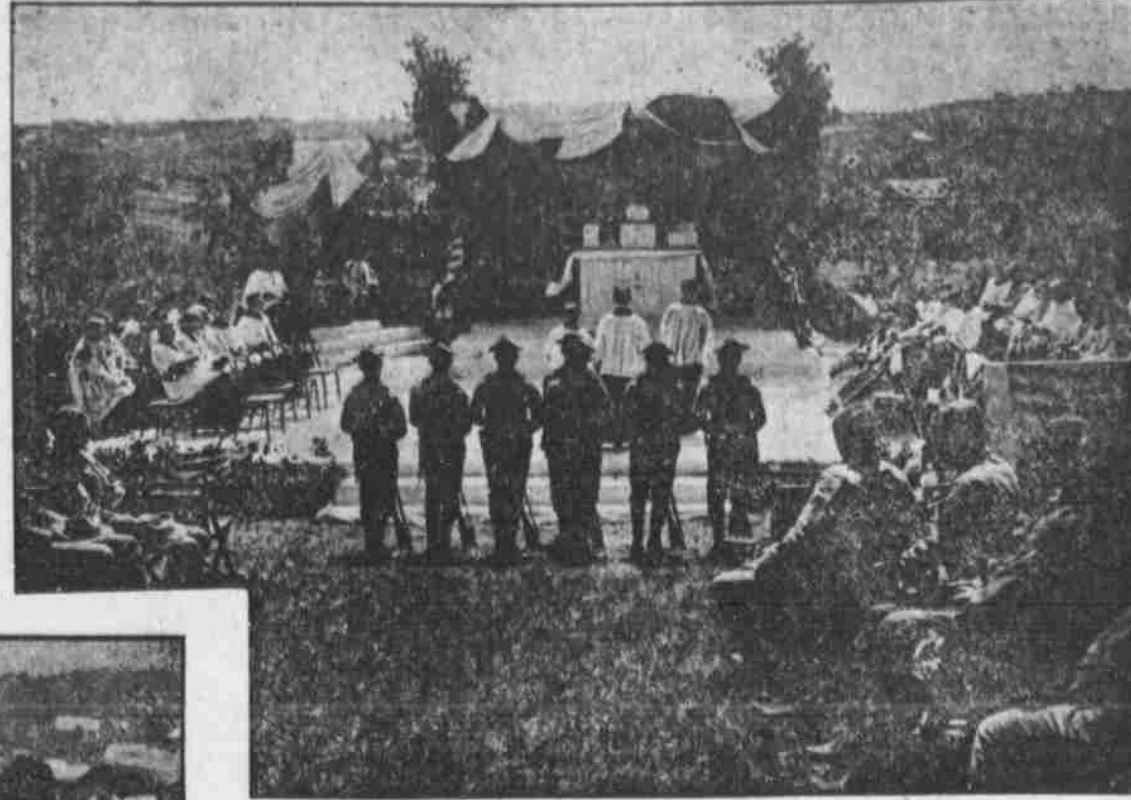
# Military Mass at Holy Sepulcher Cemetery an Imposing Ceremony



BEGINNING OF THE MASS.



SALUTE TO THE DEAD.



SINGING OF THE "DRES ITAL."

**T**his Catholic Decoration Day celebration at Holy Sepulcher cemetery Wednesday morning will long be remembered by the Catholics of this city and state, says the True Voice, a local church organ, speaking of the solemn military requiem mass held for the souls of the soldiers who fell resting in that city of the dead.

Yes, and it will be remembered by many a Protestant as well, and by a non-church member, for few there had ever witnessed such solemn ceremony on a grand scale, or had seen such reverence shown by thousands assembled. One did not need to be a Catholic to feel the solemnity of the occasion; religion is an after thought when the nation is doing homage to its dead heroes.

Protestant and Catholic alike stood with uncovered head while mass was said, and it was strange to see how when the bell rang at the communion of the priests, Methodist or Presbyterian instinctively bowed his head with him of Roman faith.

**Thousands Witness the Ceremony.**  
Six thousand people were there. If everybody had known the beauty and impressiveness of the scene, thousands more would have been there. Catholics know the meaning of the mass, but unfortunately for others, they did not realize it was a rare occasion. According to local clergy, it was the first time military requiem mass as ever been conducted west of the Mississippi river. The mass is an annual event of the New York navy yard, being celebrated the Sunday before Decoration Day, and attracting many thousands of people. This year the service there was held in a pouring rain, which made the priests and soldiers a sorry and uncomfortable sight, and bedraggled the dresses and military of the women, but in spite of the elements the ceremony went on, and the 5,000 people who came stayed to the end.

As the mass is not common in the east, and has never been seen in the west, those who went to the Holy Sepulcher cemetery Wednesday morning deemed themselves favored. Such an appreciation of the services has been expressed, and such appreciation of the work of the Knights of Columbus in arranging for it, there is considerable probability it will be made an annual event under the auspices of the order. So important an occasion was it among the Catholics that delegations came from Lincoln, Hastings, Jackson, Fremont and other towns of the state.

**Guests and Guard of Honor.**  
The guests of honor were the members of the local posts of the Grand Army of the Republic and their families. About thirty Sisters of Mercy were also among the invited guests.

The Thurston Rifles and Omaha Guards were present at the mass and formed a guard of honor for the reverend clergy. The Thirtieth regiment band from Fort Crook accompanied the choir in the music. The choir consisted of members of the choirs of St. John's and St. Philomena's and other trained singers appearing in cassock and surplice.

**Impressive Features of Homage.**  
The soldiers stopped in the great central aisle down the rows of seats which had been provided, the choir seated itself to one side of the altar and the clergy took seats immediately in front of the altar, the bishop and his celebrant of the mass with his assistants taking their place under the altar's canopy.

Bishop Scannell sat on a throne at the gospel side of the altar, and by his presence an added solemnity and dignity was lent to an otherwise solemn service. "It is," says the True Voice, "safe to say that never has there been a larger gathering of Catholics at a religious function, and never in the state of Nebraska has there been a solemn high mass celebrated with so much pomp and ceremonial."

**Part of the Military.**  
Throughout the Mass Lieutenant Fury and six of the Omaha Guards served as a guard of honor in front of the altar, presenting arms at certain parts of the mass. The Omaha Guards and the Thurston Rifles, under command of Captain Baehr of the Rifles, fired volleys at two elevations in honor of the Sacred Host, as

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**Procession to the Altar.**  
It was an imposing spectacle that file of thirty-three priests, marching in slow procession across the cemetery grounds,

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## Recent Developments in the Field of Electricity

**Telephone Improvements.**  
IN THE early days of telephony, when there were few subscribers, but more than a single operator could care for, the calls were transferred from one operator to another by what was known as the transfer. Later this plan was eliminated by the adoption of the multiple switchboard. Then came the establishment of branch exchanges with trunk connections, and in these branches it was found that a large percentage of the originating calls in any one of the exchanges is for a subscriber in some exchange other than the originating one. For this reason, the subscribers' multiple, which is placed within reach of the A, or originating operators, is used very little, often 30 per cent of the calls being trunked to other exchanges. Thus an expensive part of the central office equipment does not fulfill the requirement of eliminating the extra operator in making a connection between two subscribers.

**Trackless Trolleys in America.**  
Charles P. Sylvester, M. D., of Boston, believing that the article in the Boston Transcript descriptive of the trackless trolley lines in France and Germany implied that American inventors have done nothing in this direction, describes in that paper what he has seen of the results of American invention almost within sight of the Massachusetts state house dome. He says:

"Near my summer home at Hull, Mass., a trackless trolley line of about a mile in length was put up a year or so ago, and I had ample opportunity for watching its operation and studying its construction, taking numerous rides upon the car.

"I was struck at once with the great advance of this system over what I had seen abroad, the double trolley arrangement being such that the car could travel at any speed and veer out fifteen feet from the trolley wires to either side without the trolleys ever jumping. I noticed one day two teams standing side by side beneath the wires, apparently taking up nearly the entire roadway, when the trackless trolley came bowling along at a good clip and without the slightest slowing up, swung away off and around the two teams and thence on down the line. I could not help starting in astonishment to see there was no 'jumping' the trolley.

"In talking with the superintendent of the Hull Electric Light company, from which current was supplied to this trackless trolley line, I learned that a surprisingly small amount of power was consumed in running the car, that the meter

showed only 4 kw., or about five horse power, when the car was filled with passengers and traveling at from ten to twelve miles an hour.

"It was also struck with the ease with which the conductor on the car could remove the trolleys from the wires and replace them again, even when the car was in rapid motion. This was another respect wherein this American trackless trolley differed so favorably as compared with the foreign systems. The latter could hardly do this trick at all, so that on their lines when one car wished to pass another both had to stop, their respective motormen climb up to the roofs and carefully hand over to each other the ends of the cables by which the current was brought from the trolley arrangements running on the wires; and they had to be pretty cautious to keep from getting electrocuted in the operation.

"I could give you other facts by the column if I had the time, but I think I have given enough to prove that the American inventor is no whit behind the foreigner in the line of trackless trolleys, no more than in other directions."

**Water Power in Italy.**  
A correspondent of the London Times (Engineering supplement) reviews the progress made within the last seven years in the utilization of hydraulic power for the generation of electricity in northern Italy. A line twenty-five miles long, opened in 1888 by the Edison company, was practically the first important venture of its kind in that part of the world. It brought to the city of Milan 13,000-horse power from the River Adda. At the close of 1905 it is estimated not less than 185,000 electrical horse power, derived from mountain streams, had been made available. Additional works, now under construction will probably raise the total to 255,000 or 260,000-horse power during the current year. These results have been achieved in part by the corporations, in part by communities which have acted for themselves and in part by private manufacturers. The essential fact is, however, that big cities, towns of moderate size and

even small villages in Lombardy and Piedmont are now profiting by the example set by the Edison company.

One of the first applications made of cheap electric power in northern Italy was to traction work. The displacement of steam several years ago on an existing railway which skirts Lake Como and then branches off to the eastward was a notable event. Whether in every detail the experiment—including the adoption of the three-phase alternating current, for instance—was wise may be doubted, but it unquestionably exerted a powerful and wholesome influence in other countries. The determination of Switzerland and Sweden to operate their state railways by electricity and the adoption of the same form of power for the Simpson tunnel road may, with reason, be attributed to the precedent established on the Comolucco-Sondrio line.

"Compared with transmission systems in the United States," says the New York Tribune, "none of the Italian projects can be considered revolutionary. One system, which taps the Bernese Alps, will convey power for 120 miles. There are two or three lines in this country which are longer. Again, the pressure adopted on one Italian line which is now in service and on another not yet complete, is 60,000 volts. On the Pacific coast, in the Rockies and down in Mexico 60,000 or 60,000 volts. On the Pacific coast, in the fully, but the limit of the great majority of services in America is 22,000, especially in the east. Climatic conditions must be regarded to some extent in designing a transmission line. Air which is damp facilitates leakage and makes undesirable potentials that are practicable where it is dry. On two of the new lines from Niagara, it is asserted, an attempt will be made to use 60,000 volts, but it is too soon to judge of the practicability of the venture. If the Italians do not deem it expedient to adopt such high voltages, it may be assumed that they are restrained, not by inability to make as good an insulator as Americans are making, but by misgivings about the atmosphere along the routes which they are compelled to follow."

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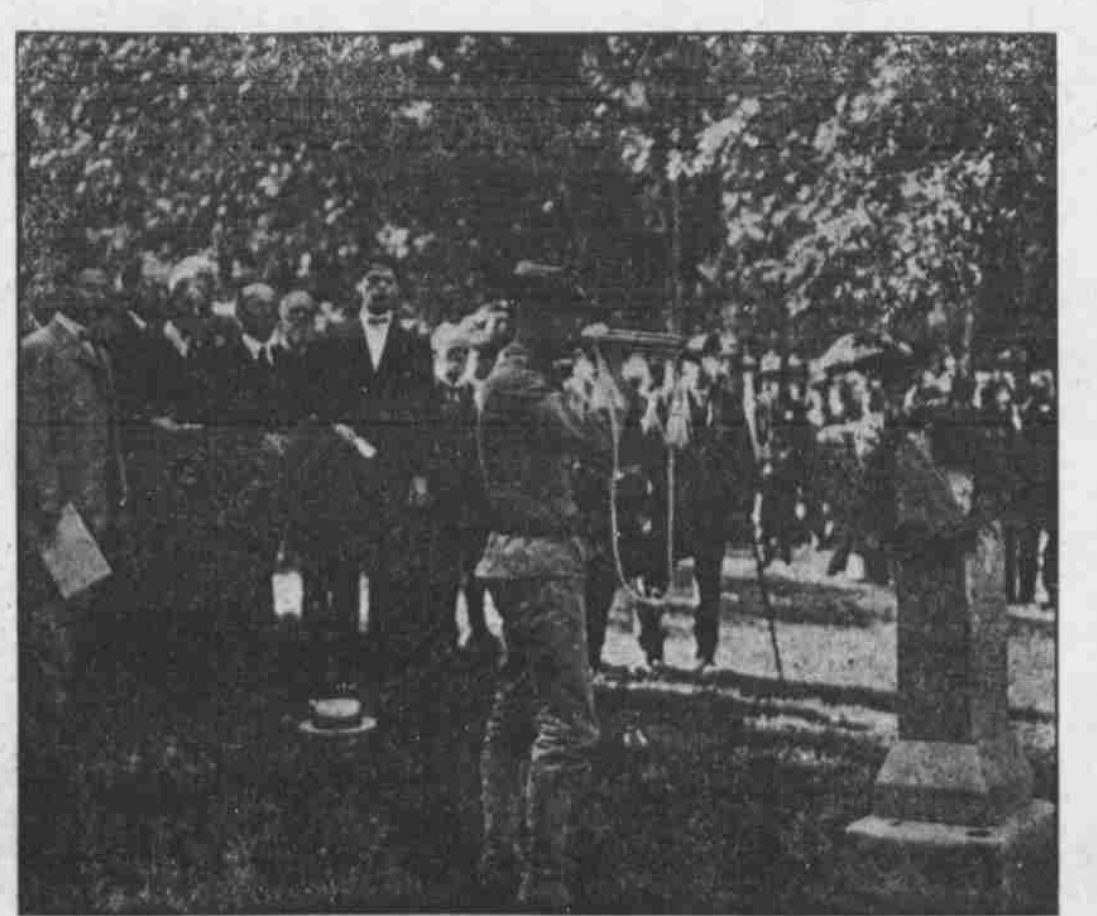
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## Some Scenes at Hanscom Park During Memorial Day Exercises



GRAND ARMY SERVICE AT GRAVE.



"TAP"



WOMAN'S RELIEF CORPS' TYPICAL SERVICE.