# TOPICS OF THE DAY OF REST

## President of Iowa Wesleyan University at First Methodist.

## IS WELL KNOWN AS AN ORATOR

**Native Persian, Wearing the Persian Dress, Will Occupy Pulpit Sunday Morning at Castellar Street Church.**

Dr. Edwin A. Schell, president of the Iowa Wesleyan university, who preaches at the First Methodist church both morning and evening, Sunday, is a preacher of more than usual eloquence.

In three successive pastorates he developed a singular ability to attract great congregations and at the age of 32 was selected leader and executive head of the Epworth league. In every state in the union he has delighted immense audiences, and is now in the first rank of orators and educators.

Dr. Schell is a member of the general missionary committee of the Methodist church from the district in which Omaha is located. He is a great favorite with Nebraska chautauqua audiences delivering his lecture "Ben-Hur and Its Author," at Nebraska City, and the Lincoln summer assembly and preaching the sermon at the David City chautauqua last Sunday.

Paul Boodeigh, a native Persian, will occupy the pulpit at the Castellar Street Presbyterian church Sunday, at 10:30. He will wear the native costume and will talk of life and custom in Persia.

Mrs. N. B. Blish of Chicago will sing at Hanscom Park Methodist Episcopal church Sunday morning at 11 o'clock.

Miss Minna Meyer, who sings a solo at the morning services of the First Methodist church, is the daughter of Mr. Moritz Meyer of this city. She expects to leave soon to resume her musical studies in New York City.

The service at Calvary Baptist church Sunday evening will be in the interest of work for boys. Special music will be a feature of the service. The topic of the address is "What Are We Going to Do with Our Boys?"

Rev. R. B. H. Bell, former rector of the Church of the Good Shepard, will be in Omaha tomorrow and will take the service at St. Mathias church, Tenth and Worthington streets, at 10 a. m.

### Baptist.

Ladies' Missionary Circle of Calvary church will meet on the second Friday of September at the church parlors.

First, Corner Twenty-ninth and Harney—Rev. John W. Merrill of Red Oak, Ia., will occupy the pulpit in the morning. Service at 10:30. Subject: "Multiplication and Edification."

Grace, Rev. B. F. Fellman, Pastor—10:45, "The Man in Sin;" 8:00, "Seven Aspects of the Christian." Grand View Baptist Sunday school, Fourth and Cedar, meets at 3. R. B. Elrod, Superintendent.

Immanuel, Twenty-fourth and Pinkney, Rev. J. Scott Ebersole, Pastor—Bible school at 9:45; preaching, 11 and 8; young people's praise meeting at 7. Sermons, morning, "A Mother's Fingers and a Boy's Coat;" evening, "Why I Believe in Jesus Christ."

Calvary, Twenty-fifth and Hamilton, Rev. E. K. Curry, Pastor—Services at 10:30 and 8, conducted by the pastor. Evening topic, "What Are We Going to Do With Our Boys?" Bible school at 12. Young people's meeting at 7. Wednesday at 8, devotional service. Calvary Branch, Thirty-fourth and Seward—Bible school Sunday at 3:30.

### Christian.

First, Twenty-sixth and Harney, J. M. Kersey, Pastor—Sunday school at 9:30; preaching at 10:30. Mr. Thomas Matters will occupy the pulpit. Young people's meeting at 7.

North Side, Rev. H. J. Kirschstein, Minister—Meets in Plymouth Congregational, Twentieth and Spencer. Bible school at 9:30; morning worship at 10:30; Christian Endeavor at 6:45; evening service at 8. Rev. Kirschstein will speak morning and evening.

### Christian Science.

Second, Nineteenth and Farnam, Lyric Theater—Sunday school at 9:45; service, 11. Subject lesson sermon, "Christ Jesus."

First, Twenty-fifth and Farnam, Chambers Building—Sunday school at 9:45; services at 11. Subject of lesson sermon, "Christ Jesus."

### Episcopal.

Church of St. Matthias, Tenth and Worthington, Rev. James Noble, Rector—Services on Sunday until further notice at 7:30 and 10 a. m.

All Saints', Twenty-sixth and Dewey Avenue, T. J. Mackay, Rector—Holy communion at 7:30 a. m.; morning prayer and sermon at 11 a. m.; services will be brief during warm weather.

St. Andrew's, Forty-first and Charles, Rev. F. D. Tyner, Rector—Holy communion at 8 a. m.; Sunday school at 9:45 a. m.; holy communion and sermon at 11 a. m.; evening prayer and sermon at 7:30.

Trinity Cathedral, Eighteenth and Capitol Avenue, Very Rev. G. A. Beecher, Dean—Holy communion at 8 a. m.; Sunday school at 9:45 a. m.; morning prayer and sermon at 11; evening prayer and sermon at 8.

Church of St. Philip the Deacon, North Twenty-first near Paul, Rev. John Albert Williams, Priest—Mass, 7:30 a. m.; matins, 10:30 a. m.; choral mass and sermon, 11 a. m.; Sunday school and catechism, 12:30; choral evensong and sermon, 7:30 p. m.

### Lutheran.

St. Mark's English, Twentieth and Burdette, L. Groh, Pastor—Services, 10:45, "What Must be Overcome? What Reward?" At 8, "Examples Give Us Strength to Follow." Sunday school at 12.

Grace, 1322-1326 South Twenty-sixth street, Omaha, Neb. M. L. Melick, Pastor—At 10:45 a. m. Rev B. F. Kistler of Benson will preach the sermon. Sunday school at 12:15 and prayer meeting on Wednesday night.

St. Paul's German, Twenty-eighth and Parker, E. T. Otto, Pastor—Services at 10; no evening services during August. Sunday school at 11:30. German-American Parochical school, Mr. J. Hilgendorf, teacher, term begins September 6.

### Methodist.

Pearl Memorial, Twenty-fourth and Larimore, Thomas C. Hinkle, Pastor—The pastor will be in his pulpit both morning and evening. Sunday school at noon. Epworth league at 7.

The Norwegian and Danish Methodist, Twenty-fifth and Decatur—Preaching by the pastor at 11 and 8. Sunday school at 9:45 and Young People's meeting at 7. Special music by men's quartet.

Trinity, Corner Twenty-first and Binney, G. W. Abbott, D. D., Pastor—Subject of morning sermon, "Shall the Old Preacher be Shot?" Union meeting in the evening at the North Side Presbyterian church.

Oak Street Mission Bible School and Church, 3009 South Twentieth—Sunday at 3, classes for adults as well as for children. Preaching Sunday evening at 8 by Rev. T. C. Webster. Midweek meeting Thursday evening at 8.

Walnut Hill, Forty-first and Charles, E. E. Hosman, Pastor—Morning service, 10:30. Pastor's theme, "Paul's Conflict of Feeding as to Life and Death." Sunday school, 12. Epworth league, 7. Evening service, 8, sermon by the pastor.

Seward Street, Corner Twenty-second and Seward, Frank A. High, Pastor—Morning service, 10:30. The pastor will preach a short sermon after which the sacrament of the Lord's Supper will be administered. Sunday school at 11:45. No evening service.

First, Corner Twentieth and Davenport, Dr. Frank L. Loveland, Pastor—Sunday school at 9:45. Sermon at 11 by Dr. Edwin A. Schell, president of the Iowa Wesleyan university. Epworth league at 7. J. R. Murphy, leader. Sermon at 8. Dr. Edwin A. Schell.

McCabe, Fortieth and Farnam, Rev. John Grant Shick, Pastor—Sunday school at 10. Communion service, with short address by the pastor, at 11. Theme of the address, "A Beautiful Symbol." Dr. William Gorst, district superintendent, will preach at the service at 8.

First Memorial, Thirty-fourth and Larimore, William J. Priest, Pastor—Class meeting at 10. Rev T. W. Miller, leader. Morning service at 11. Sermon, "What We Know." Sunday school at noon. Epworth league at 7. Miss Hattie Weeks, leader. Evening service at 8, "The Fifth Kingdom."

Hanscom Park, Twenty-ninth and Woodworth, Rev. R. Scott Hyde, D. D., Pastor—Sunday school at 9:45. Holy communion at 11 with short sermon by the pastor. Epworth league at 7.

### Presbyterian.

Lowe Avenue church—Rev. Frank N. Riale, D. D., of St. Louis, will preach at the morning service.

First church, Seventeenth and Dodge.—Morning service at 10:30 o'clock, preaching by Rev. W. B. Lower, D. D., of Wyncote, Pa., formerly of Omaha.

Dundee church, Fiftieth and Underwood, Rev. Grant E. Fisher, D. D., Minister—Service at 11 o'clock, conducted by Rev. Willard Lampe; Sunday school at 9:45; Y. P. S. C. E. at 6:30.

First United, Twenty-first and Emmet, Rev. Thomas N. Nauna, Pastor—Morning service at 10:30, theme, "A Saint's Intercession"; Sunday school at 12 m.; C. Y. P. C. U. at 7 p. m.

North church, Nineteenth and Ohio, M. V. Rigby, D. D., Pastor—Public worship at 10:30 a. m., and 8 p. m.; Sabbath school at 12; Y. P. S. C. E. at 7 p. m.; prayer meeting Wednesday, 8 p. m.

Trinity, Corner Nineteenth and Castellar Streets, Rev. G. W. Snyder pastor—services at 4:30 p. m. subject, "Christian Advance the Mission of the Church"; Sunday school at 3 p. m. E. B. Cook, superintendent.

Clifton Hill, Forty-fifth and Grant, Thomas B. Greenlee, Pastor—Sunday school at 9:45 a. m.; public worship at 11, theme, "The Three-Fold Light"; Christian Endeavor society at 7 p. m.; midweek service Wednesday at 8 p. m.

Central United, Twenty-fourth and Dodge—sermon at 10:30 by Rev. Paul McClanahan of Chicago; Sabbath school at 12 m.; o evening service; Sabbath school and church picnic Saturday afternoon, September 3, at Fairmount park.

At the Lowe Avenue Presbyterian church the pastor, Rev. Nathanial McGiffin will conduct Sunday school at 10 a. m., and Rev. Frank Riale will preach at regular service at 11 a. m., and at 4 p. m. the same day, and at evening service on next Wednesday.

Castellar Street, Sixteenth and Castellar, Ralph H. Houseman, Minister—Services at 10:30; preaching by Paul Boodeigh, a native Persian, who will wear the native costume and will talk about Persia; Sunday school at 12 m.; young people's meeting at 7 p. m.; midweek service, Wednesday, 7:45 p. m.

Third church, Twentieth and Leavenworth, Rev. D. E. Jenkins, Pastor—Sabbath school at 9:30 a. m., with classes for all ages; public worship at 10:45 a. m., sermon by Rev. D. E. Jenkins, D. D.; 8 p. m., evening worship and opening address of Rally Day Sabbath school campaign, by Mr. A. G. Walker, president of the North Omaha District Sabbath School association.

### Roman Catholic.

Holy Family—Low masses at 8 to 10:30 a. m.; evening devotions at 7:45; confessions on Saturday from 4 to 6 and from 7:15 to 9.

St. Mary Magdalene's, Nineteenth and Dodge, Rev. Bernard Sinne, Pastor—Low mass at 8 and 10:30; confessions Saturday from 3 to 6 and from 7 to 10.

St. Philomena's, Tenth and William, Rev. James W. Stenson, Pastor—Low mass at 8; high mass at 10:30; benediction at 7:45; confessions Saturday from 4 to 6 and from 7:30 to 9:30.

St. Wenceslaus' Bohemian, 1432 South Fourteenth, Rev. J. Vranek, Pastor—Low mass at 8; high mass at 10; benediction at 2:30; confessions Saturday from 4 to 6 and from 7:30 to 9:30.

St. Patrick's, Fourteenth and Castellar, Rev. John T. Smith, Pastor; Rev. Patrick Moynihan, Assistant—Low mass at 7, 8 and 10:30; benediction at 7:45; confessions Saturday from 4 to 6 and from 7 to 9:30.

Immaculate Conception, Polian, Twenty-fourth and Bacroft, Rev. Wenceslaus Kryzcki, O. F. M., Pastor—Low mass at 8 and 10:00; benediction after last mass; confessions Saturday from 3 to 6 and from 6:30 to 10.

Sacred Heart, Twenty-second and Binney, Rev. P. J. Judge, B. C. L., Pastor; Rev. T. J. Manning, Assistant—Low mass at 7, 9 and 10:30; benediction after last mass; confessions Saturday from 3 to 6 and from 7:30 to 9:30.

St. Cecelia's Pro-Cathedral, Fortieth and Webster, Rev. D. P. Harrington Pastor; Rev. E. M. Gleeson and Rev. J. O'Grady, Assistants—Low mass at 7, 8, 9, 10 and 11; confessions Saturday from 3:30 to 5:30 and from 7 to 9:30.

St. Peters, Twenty-eighth and Leavenworth, Rev. P. A. McGovern, Pastor; Rev. Stephen L. Dowd and Rev. P. C. Gannon, Assistants—Low mass at 7, 8, 9, 10 and 11; benediction at 7:45; confessions Saturday from 2 to 4 and from 7:30 to 9.

St. John's, Twenty-fifth and California, Rev. Martin M. Brousgeest, S. J., Pastor; Rev. Thomas C. McKeough, S. J., Assistant—Low mass at 6, 7, 9, 10 and 11; benediction at 7:45; confessions Saturday from 3 to 6 and from 7:15 to 10.

St. Joseph's German, Sixteenth and Center, Rev. Pacificus Kohnen, O. F. M., pastor; Rev. Rembert Sandowski, O. F. M., and Rev. Gratianus Gebrig, O. F. M., Assistants—Low mass at 5:30, 8 and 10:30; benediction at 7:45; confessions Saturday from 3 to 6 and from 6:30 to 10.

### Miscellaneous.

Church of the Covenant, Twenty-Seventh and Pratt, Rev. R. T. Bell, D. D., Pastor—Services at 10:30 and 8.

The Douglas County Holiness association will conduct services Sunday, at 3:30, at the First United Evangelical church, 2420 Franklin.

People's Church, 515 North Eighteenth Street, Rev. Charles W. Savidge, Pastor—Morning: "Getting Honey Out of the Dead Lion"; evening: "The Unjust Judge and the Importunate Widow."

Omaha New Thought Fellowship, Room 3 Lyric Theater Building, Nineteenth and Farnam—Regular services at 10:45; Wednesday evening meeting, report from the N. A. S. T. convention by Alfred Tomson.

Harford United Brethren, Corner Nineteenth and Lothrop, M. O. McLaughlin, Pastor—University service at 10:30, theme, "The Servant;" afternoon at 3:30 "The Dignity of Labor;" evening at 8, "How Labor May Win."

Reorganized Church of Jesus Christ of Latter Day Saints, 1818 North Twenty-First, Elder J. M. Baker, Pastor—Sunday school at 9:45, preaching at 11 and 8, young people's meeting at 6:30, prayer meeting Wednesday at 8, Ladies' Aid Thursday at 2.

Florence First Presbyterian Church—Sunday morning services at 11; subject, "Use or Lose." Evening service at 8; W. Barnes Lower, D. D., of Wyncote, Pa., will speak on the subject, "Making the Most of What You Have." Sunday school at 10. Pastor, Rev. George S. Sloan.

First Reformed, Corner South Twenty-Third Street and Central Boulevard, Rev. F. S. Zaugg, Pastor—Sunday school at 9:30 a. m., preaching services at 11 a. m. and 8 p. m. Sermons for morning and evening preached by D. L. Evans, Esq., of Philadelphia, Pa., a noted Sunday school worker. Christian Endeavor at 7 p. m.

Swedish Tent Meetings, Thirty-Third and California—Subject Sunday evening, "Righteousness by Faith in the Sin-Pardoning Redeemer, and Its Blessed Result;" subject Friday evening, "Millenium, or One Thousand Years' Reign with Christ on Throne in Heaven, During Which Time Satan is Shut Up in the Bottomless Pit; the Earth Destroyed."

### Y. M. C. A. Notes.

John Dale will give an address for young men at the Young Men's Christian association Sunday afternoon at 4 o'clock. Mr. Dale will speak upon "The Twentieth Century Young Man." This address will be of interest to all men of the city and especially the young men who have recently come to the city for school of business purposes. The service will be held in the lobby of the association building.

## LITTLE GIRL TELLS SHE WAS FORCED TO STEAL

**Tearful Confession Reveals Two Women Who Have Been Shoplifting.**

Through the tearful confession of 8-year-old Laura Brona that she had been forced to steal in department stores, she and her mother, Louise Brona, and cousin, Rose Sutena, were arrested Friday afternoon. Upon a summons from the manager of the Brandeis department store Policeman Vanderford and Chauffeur Bauman arrested the trio.

Mr. Redmond of the Brandeis store reported he had noticed the child several times and had questioned her. Finally he got information against her two older companions. The child declared they had made a practice of shoplifting and had coerced her into following suit. The prisoners live at 1111 Marcy street.

If you have anything to sell or trade, advertise it in The Bee Want Ad columns and get quick results.

# TO THE JUNK PILE? NOT YET!

## Steam Locomotive in No Immediate Danger of Banishment.

## JOLT FOR ELECTRICITY BOOSTERS

**Reasons Why the Controller Handle Will Never Take the Place of Throttle Lever on Main Lines.**

Boosters of electric motors rarely pass up a chance to toss farewell bouquets at the "doomed steam locomotive." With skill in word painting they picture the monarch of the rail receding before the electric locomotive, and the controller handle superseding the throttle lever as a symbol of moving power. This idea has been worked so diligently that train operatives entertain fears of vanishing jobs. Robert H. Rogers undertakes to banish that fear in a forceful paper in the Railroad Man's Magazine. The writer supplies facts and statistics to prove why the steam locomotive will stay indefinitely. He says, in part:

As the title of this article implies, it is intended to be reassuring to those who look for sudden changes in railroad operation. With that end in view, it may be best prefaced with a few timely statistics. These indicate that 3,233 locomotives were built in 1909, and although this total is less than in former years, it nevertheless shows a healthy addition to the total steam rolling stock of the country.

Though the size and hauling capacity of locomotives continues to steadily increase every year, the outlook for 1910 points to at least 5,000 engines. Through their greater development, these will easily equal in power the 6,265 produced in the banner year, 1905.

The mere mention of statistics indicating a revival in locomotive building, is far from being the compelling argument for the continuance of steam traction. The real augury for its future can best be made after a careful review of what has been actually accomplished with the electric engine, and of the prominent features associated with its cost of installation and comparative performances.

Not until recently have these figures been available for consideration, as the various motive-power chiefs have been occupied in their tabulation covering a very long period, and because they have hesitated to commit themselves one way or the other. Besides these causes of delay, the presentation of such statistics has not been forthcoming, for the very natural reason that there were few to offer.

With very few exceptions, the railroads, not deceived by the optimistic claims and the enthusiasism which greeted the electric locomotive, have largely preferred to play a waiting game. The general policy was to let somebody else take the initiative, and make the mistakes inseparable from any such drastic and costly metamorphosis.

### A Pioneer in Electrification.

For a long time the Baltimore & Ohio railroad, which has been the pioneer in heavy electric traction, was very closely scrutinized, and there is little doubt that what happened there largely dictated the policy of other roads in going to electrification. This road, in 1895, through the latter medium, began the operation of all passenger and freight trains from Camden station, via the new "belt-line" tunnel under the city of Baltimore, to its northern limits, a distance of about two miles.

This departure was on a scale of startling magnitude for the times, as it implied the complete surrender of the steam motive power in the territories mentioned.

The details of the experiment had been planned with exacting care, and it was wonderfully successful almost from the first day. Those early motors handled with east the heaviest freight trains, including always the engines of the latter, which were of no assistance as they were not allowed to use steam in the tunnel.

Although the records are somewhat hazy, the writer's notes, gathered during active participation in that period, indicate that one of the motors is credited with hauling unassisted, twenty-nine loaded freight cars, two engines and a caboose. The grade is at least 1 per cent and this train would probably require the two locomotives to move it.

The electric locomotives weighed 100 tons each, and in view of the fact that they were built with each of their four axles directly driven, the total weight was available for adhesion. Excepting a few improvements which time has brought about in electric-locomotive construction, these pioneer motors differed but slightly in general build and appearance from those now in service.

With the exception of the electrification of the Manhattan Elevated railroad, formerly a steam road with about thirty-eight miles of track, traversing New York City, this two-mile stretch of the Baltimore & Ohio remained for a long time the only example of main line traction operated wholly by electricity in which steam had been supplanted.

Although admittedly successfu and thoroughly economicall this line was too short for any definite conclusions as to the real value of such an equipment. Hence little progress was made during the ensuing eight years up to 1908.

During this interval there was a notable extension of electricity to municipal and suburban lines, particularly to city cable roads; but this work has no bearing on what has been done toward changing trunk line traction from steam to electricity and the effect of the change on steam railroad employes.

While operating practically alone in an unexplored field, the Baltimore & Ohio effectually developed the fact that electricity affords the only real solution of the locomotive smoke problem in large cities. Its belt line tunnel would probably never have come into being had not the advocates of the new power made it clear to the city of Baltimore that with it the general train service would be clean and noiseless.

### Solving the Smoke Problem.

The full realisation of these two pleasing features eventually inclined the New York municipality to the consideration of a similar system to be effected in that city for relief from the smoke arising from the engines of the New York Central and the New York, New Haven & Hartford railroads, both of which use the Park avenue tunnel between the Grand Central station and Eighty-ninth street.

When the agreement was entered into between the city of New York and the New York Central lines it called only for the operation of trains by electricity through the Park avenue tunnel, but the railroad company, from a broad standpoint, concluded that the electric traction should be extended to embrace not only the remainder of its passenger lines in New York City lying to the north of the tunnel, but also extending out into Westchester county for a distance of from twenty-five to thirty miles from the Grand Central terminal.

In reaching this conclusion it was also decided that the safety of the public be better guarded by the elimination of grade crossings in the cities and towns along its right-of-way. In almost every instance the local governments co-operated with this policy; but, regardless of the strenuous efforts of all concerned, the proposed improvements north of the limits of Greater New York came to a standstill because of the lack of unity between the railroad and the board of railroad commissioners.

### Why Electrification Fails.

Consequently, the New York Central was temporarily forced to fix the northerly limits of its electric zone at High Bridge on the Hudson division and Wakefield on the Harlem division, seven and thirteen miles, respectively, from the Grand Central terminal. This interruption to the company's plans occurred in 1906 and many adjustments have since been made. The ultimate termini will be at Croton or Peekskill on the Hudson division and North White Plains on the Harlem division.

The New York, New Haven & Hartford railroad, being a tenant of the New York Central between Woodlawn and New York, a distance of about eleven miles, was also forced to provide an electric equipment between these points, but with a similar expansive policy decided to extend its electric zone to Stamford, Conn., thirty-seven miles from the Grand Central station, which gives it the longest electrically-operated main line in the country.

So much for what has been done in trunk line electrification since the Baltimore & Ohio broke the ice in 1895. The grand total of less than 100 miles of road (not of track) converted from steam to electricity in fifteen years should not occasion any particular alarm to the men of the steam roads.

This mileage does not include unimportant steam lines which may have been converted in that period, although there are very few even of these. Most of them were transformed into trolley roads and the change has no bearing on trunk line conditions.

The cost incidental to converting this insignificant number of miles to electric traction has been enormous. It is doubtful if $25,000,000 would cover it in the aggregate. These were old railroads, well organized, and thoroughly equipped with steam requirements.

### Heavy Cost of Instalation.

The change they made compelled them to take on a vast number of skilled mechanics hitherto not employed, without appreciably diminishing the ranks of the regular employes. As the percentage of miles electrified is so small compared with the total railroad mileage, there has been no reduction in the number of locomotives required, and each road has added materially to its steam equipment since the partial electrification.

This tremendous initial expenditure constitutes the prohibitive feature against the electrification of present day steam railroads. While there are a few instances in this country where the change would be permissible from a financial standpoint, in no case would it be undertaken without the assurance that an increase in net receipts would follow sufficient to more than pay interest on the extra capital involved—a condition which is apt to prove extremely unlikely.

In support of this view the recent comment of President Harahan of the Illinois Central in a report on the proposed electrification of the suburban surface of that road is of interest:

"Our suburban traffic is not sufficiently dense to warrant the expense necessary to electrify these lines, and it is evident that even under electrification there would not be an increase in traffic sufficiently large to offset the annual cost of operation. It simply proves that under present conditions of steam railway electrification, where it means the replacement of a plant already installed, it is not justifiable either in whole or in part."

So far as the density of the traffic in the above statement is concerned, it may be added that the suburban district of the Illinois Central in Chicago covers about fifty miles of road, and carries, in round numbers, about 15,000,000 suburban passengers every year; an average of 41,150 per day, or 1,700 in an hour. The net revenue of this business as at present operated under steam, for the fiscal year ending June 30, 1909, was $109,712, and the estimated net revenue under electric traction is $284,765, a gain of $175,053 in net revenue if electricity should be installed.

But before this can be realized there must be an initial outlay of $3,000,000 to cover the cost of electrification, on which the annual interest and depreciation can be safely reckoned at 10 per cent, or $300,000 a year. Deducting from this startling amount the $175,053 saved through electrification, the annual deficit under electrical operation is $624,957.

An increase of 100 per cent in earnings would not enable the suburban business of this road to break even, should it be electrified. If the suburban traffic of the Illinois Central is "not sufficiently dense to warrant the expense," it is hard to see how it could be undertaken by less prosperous roads for whose use it has been advocated.

### Executive Attitudes.

Mr. I. Kruttschnitt is director of maintenance and operation of the Harriman lines—probably the most important railroad position in the United States, if not in the world, and any opinion of such an incumbent must necessarily be carefully weighed. Mr. Kruttschnitt has this to say regarding the proposition to electrify the main line of the Central Pacific over the Sierras:

"We have found that it pays to make haste slowly with regard to innovations. Electrification for mountain traffic does not carry the same appeal that it did two years ago. Oil-burning locomotives are solving the problem very satisfactorily. Each Mallet compound, having a horsepower in excess of 3,000, hauls as great a load as two of the former types, burning 10 per cent less fuel, and using 30 per cent less water."

The Pennsylvania railroad must use electric traction between Harrison, New Jersey and Sunnyside, Long Island, in connection with its New York improvements, and will employ it to that extent on its system; but, nevertheless, Mr. A. W. Gibbs, its general superintendent of motive power, is quoted with the following pessimistic opinion:

"The cost of everything electric is tremendous. The electric locomotives, such as they are, cost more than double the steam locomotives, which they replace, and we must add the cost of track preparation, of the power plants, and all that goes to make the electric system as a whole.

"The demand has frequently been made that lines leading into terminals should be electrified. In some cases the same demand has been made in the case of cities that are not terminals. Such a demand would involve two locomotive terminals, one on each side of the city, with electrification of the space within the city limits, a supply of special electric locomotives, and the delay consequent upon a double stop.

"To offset the cost of this, there is no saving whatever in operation. On the contrary, the operating cost is largely increased. Even if the railroads could stand the burden of cost, it is quite certain that the public itself would not tolerate unnecessary delays of this kind.

"Naturally the roads hesitate to undertake new electrifications, not only on account of the expense, but also because it is wise for one railroad to profit by the mistakes of another and thus avoid costly repetitions.

"While anything of the kind is possible with an unlimited expenditure of money, we do not hesitate to say that the time has not yet come when such an enormous outlay of capital would be justified by the returns; and, further, we assert that the capital thus diverted would be used to better advantage in other directions."

### No Cause for Alarm.

That these slowly cropping facts adverse to the electrification of existing trunk lines have received consideration is significantly reflected in the thorough course of training for apprentices which is now a feature on the Erie, Santa Fe, New York Central, Canadian Pacific, and many others. In the various schedules for study and practical instruction there is not an allusion to the electric engine, its construction, management or maintenance. The training as outlined plainly discloses that the end in view is to fit the boys to cope with conditions which could only prevail with steam locomotives, and it would appear inconsistent, to say the least, with the advanced motive power ideas of the present day, that the expense of this elaborate instruction would be incurred without the prospect of ultimate return in the shape of efficient service.

Railroads are not exactly philanthropic enterprises. Many of them supposedly prosperous are staggering under heavy burdens of taxation and unjust legislation, and an incessant fight is in order to make both ends meet. Hence the policy of their management is keenly whetted to an appreciation of the facts which this article has summarized, and it is noped that the latter are sufficiently convincing to delay even partial electrification to the far distant future.

It has been shown that, while terminal electrification pays in some cases, any further steps in that direction should not occasion any concern to the present employes of the steam roads. It would not indicate doing away with shops, roundhouses or locomotives, and only a very slight reduction in the immediate terminal repair force, which would be more than compensated for by large additions to the pay roll of men qualified in electric locomotive maintenance.

The former locomotive engineers and firemen of the New Haven road are now employed on the motors at the same pay which prevailed before the change, and are still entered on the roster in the old familiar steps as he would have been twenty-five capacities. A machinist or boilermaker, anywhere, is just as well justified today in encouraging his son to follow in his footyears ago, because the time for the revolution, if it ever comes, is far from being at hand.

# Flowers Has Word For Teachers' Pay

## At Knox County Institute He Says Public Does Not Recognize Value of Work.

CREIGHTON, Neb., Aug. 27.—(Special.)—Monteville Flowers caused a sensation at the county institute convocation here this morning by the manner in which he attacked patrons and teachers. He said in part:

"Fellow teachers, I say this because I was for ten years in the school work. From this experience I know what school teaching is and I will say frankly that I am mighty glad I got out of it when I did. As a stepping stone to something better, school teaching is a most excellent thing. For the youth during the time he is budding out into manhood, teaching is a very good thing, but one must be careful not to stay in too long. Of course I realize that it is not necessary for me to tell you not to stay in the profession too long for I know you wouldn't if you could, since nearly all of you are of the gentler sex.

"School teaching, at best, is a profession in which one may spend more time, use more energy and reap less reward than in anything else. Take, for instance, the man who has spent his early years in preparing for the teaching profession and who has then taught until he is 45 or 50 years old, just when his years of experience, his gathering of wisdom ought to insure him a secure position as it would if he were a doctor or lawyer, but you find the school man kicked out, shelved for some younger man.

"This condition arises from the weakness and cowardice of teachers, for as a class, they are the most cowardly people in our civilization. They hardly dare move for fear they will lose their position. I tell you if I were a teacher again I would make a desperate effort to get a combine of the teachers and then strike against the injustice of it all. Why, just think of it, we pay a great many of our teachers less than $2 a day, while any uncouth, uneducated laborer can get from $2 to $4 a day for digging in our back yard.

"I tell you it is an outrage that any person should be hired to teach our young who is not paid at least $5 a day, whether she has three or twenty pupils. Advance their wages and the teachers themselves will develop abilities unthought of even in their own fondest dreams. With the added salary will come the added thought of responsibility and much more worth than the added salary would amount to.

"I have four children of my own and I would be willing and glad to pay $100 for each one per year to the teacher who really feaches them to be what they ought to be. It is time for our people to wake up to the fact that the teacher is the most important factor in the moral upbuilding, as well as in the mental training of our children, and that to obtain excellent teachers we must pay enough and enough cannot be less than $5 per day in any case."

## WEATHER EXCUSE FOR THEFT

**Negro Thinks He Should Not Be Bothered for Merely Helping Himself to Little Coal.**

"As the nights am gittin' col' Ah was jes pickin' up a li'l coal t' make a fire" was the explanation of James White, otherwise "The Blue Coon," who bunks in the Strawberry flats when he was brought into the station last night. He was caught in the railroad yards filling a sack with the freight of a coal car by Detectives Dunn and Murphy and he trudged into the station bowed down with as much of the lighting material as would keep his fire going for several days.

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