

Nebraska's Bohemian Festival is First State-Wide Event of Its Kind



After the Parade

THE first state-wide Bohemian festival which focused the interest of Nebraska's 80,000 Bohemian citizens upon the Ted Jed Sokol hall on South Thirtieth street for three days is a matter of history and the large number of Bohemian men and women who came to Omaha to join in the week-end of intense fun and serious deliberation have left the city days ago. Many of the things said and done at that festival will not soon be forgotten, however, and it is generally felt among Omaha Bohemians that its influence will be great among their people of the state and nation.

For decades these Bohemian-Americans have been struggling toward the organization of some sort of an association. The need which is felt is not for an organization simply to keep alive the memory of things Bohemian in such a way as to make its members use with poorer Americans; too much love is felt by the Bohemians for their adopted country to make any such result possible. At the same time they have realized that to the country which gave them birth, now struggling and oppressed by Austrian power, they owe an immense debt and the prime object of any organization they may form will be the helping of their kindred who still linger across the Atlantic.

The Omaha meeting brought these people closer to such an organization than they have ever been before. For the festival here the Bohemians of the city dropped the religious feeling which have always, to a considerable extent, kept them apart and worked shoulder to shoulder for its success.

Those who came from a distance fell readily into the spirit which the local Bohemians had shown and as a result a meeting has been arranged for September 11 at which a representative of every lodge in the state will be present to discuss the forming of a state association. It is almost certain that this committee will report favorably and it does not require an elaborate flight of the imagination to picture a national Bohemian association resulting from the efforts of Joseph L. Padrnos and the other local Bohemians who worked night and day to make this festival a success.

A second object of the meeting was the furthering of education of the Bohemian children in the old country and in achieving this object the festival was equally successful. There was not a single session where some word was not spoken for education. Even in the less serious events, the social, the parade, the plays and the children's party, one heard constant references to the deplorable educational conditions among the Bohemians in the old country.

So great an impression did this all make upon the Bohemians present that at the session on Sunday, a substantial sum of money was raised to build and equip schools in Bohemia and to otherwise further the education of these children whom Austria is so sadly neglecting.

Omaha has been fortunate during the summer in being called upon to entertain several associations of foreign-born Americans and as each body of them has come and gone the impression has become firmly rooted that America's adopted children are among her best citizens. As it was with the German Sangerbund, as it was with the German editors, as it was with the Kriegerbund, so it was with these Bohemian-Americans. Among the number who gathered in Omaha for the festival, one saw hundreds of men and women who are occupying prominent positions in the affairs of the state. Dr. P. J. ... al, superintendent of the asylum at Norfolk. Representative Otto Kotous of Humboldt and Father Petlach of Verdree were among the men present who have had a great influence upon Nebraska and her affairs.



"Gov. Dahlman" in the Parade

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The impression Omaha made with these people is a favorable one. The open-hearted hospitality of their fellow Bohemians, the splendid entertainment provided by the committee and the courtesy which they met at the hands of non-Bohemian Omaha has won the city a warm place in their hearts, which was reflected when it was voted to have further festivals of a similar nature in Omaha.

To fully appreciate the significance of this meeting, what it means to the Bohemians who attended and the remainder of the 80,000 Bohemians in Nebraska who were not able to attend, it is necessary to take a retrospective view of the history of the Bohemian country, with its many misfortunes and vicissitudes; to inquire into the causes for the great yearly influx of Bohemians into this country and to understand the place the Bohemians who have immigrated to this country hold in the carrying on of our government.

Time was, four centuries or more ago, when the kings of Bohemia were the emperors of Rome and when these self-same kings had beneath their sway the greater portion of Central Europe. The Bohemia of today, exhausted and struggling under the dominating influence, is but a shadow of the great empire to which a few hundreds of years ago the eyes of all the world were turned in envy and admiration.

One who knows the intense love which the average Bohemian holds for his home and country, you side the Atlantic, or one who while traveling over the European continent has marveled at the natural beauties of that part of northern Europe which is Bohemia, is at loss to understand the extraordinarily large number of people who have emigrated from that country to the United States.

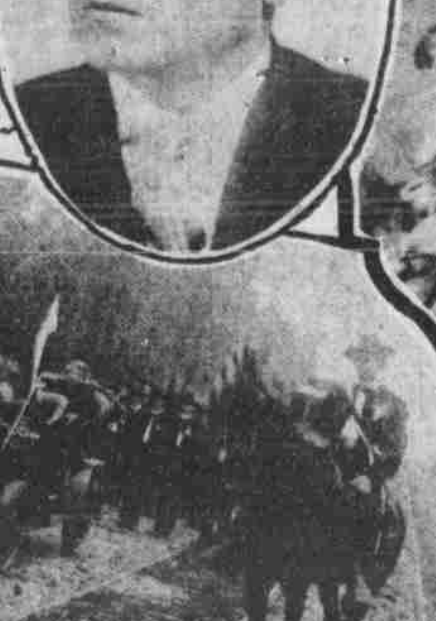
The causes for this are political, religious and economic. The religious revolution at the beginning of the seventeenth century, stirred by doctrines of John Huss, gave birth to several religious sects in Bohemia, and the suppression of them after the battle of White Mountain (Bila Hora) in 1620 caused many to migrate to other countries and several came as far as America. Of the latter August Herman in 1822, and Frederick Phillips (d. 1891) are the most important from a historical standpoint.



Sos. L. Padrnos President Bohemian Festival



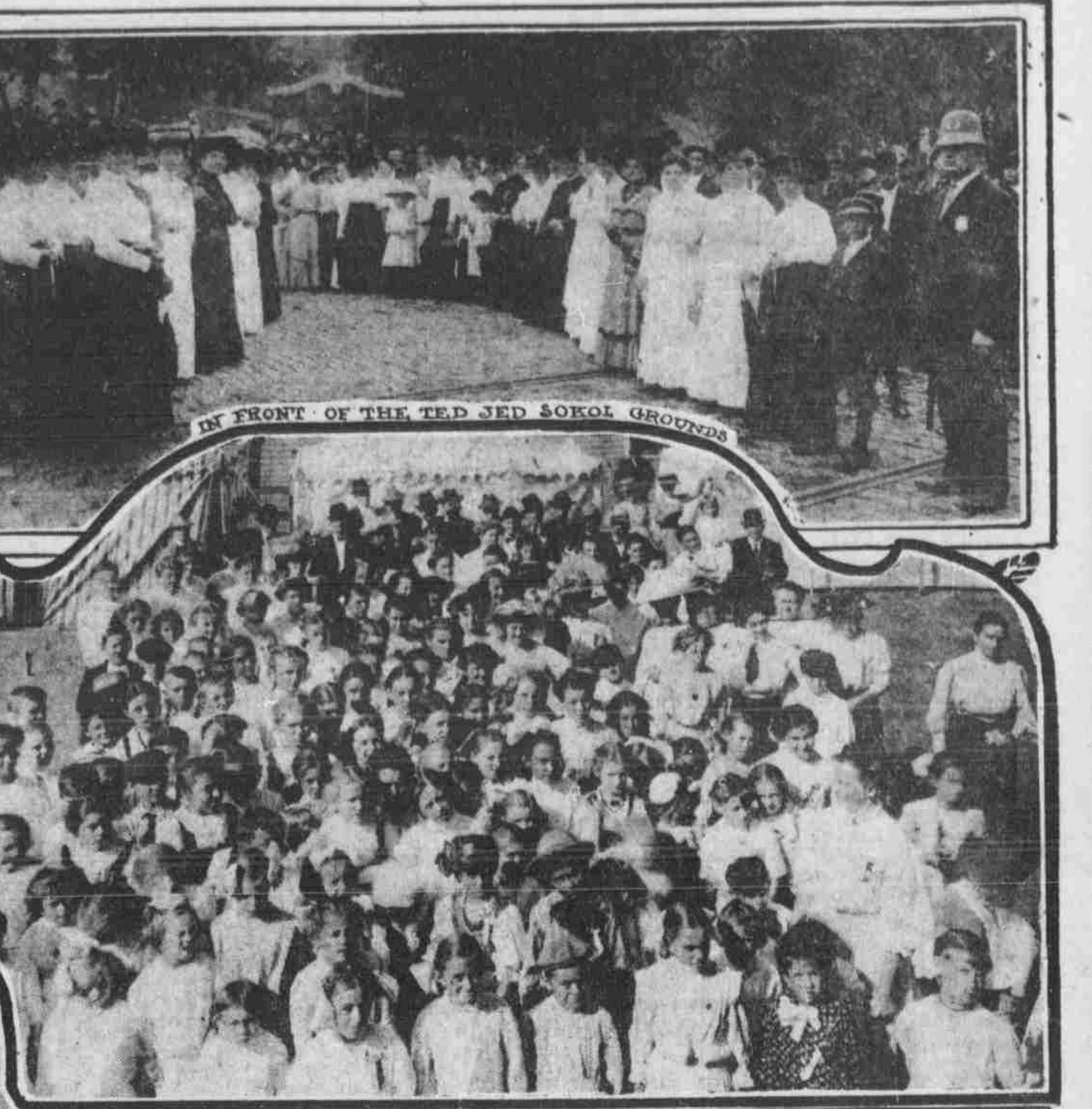
Frank Boutin Secretary



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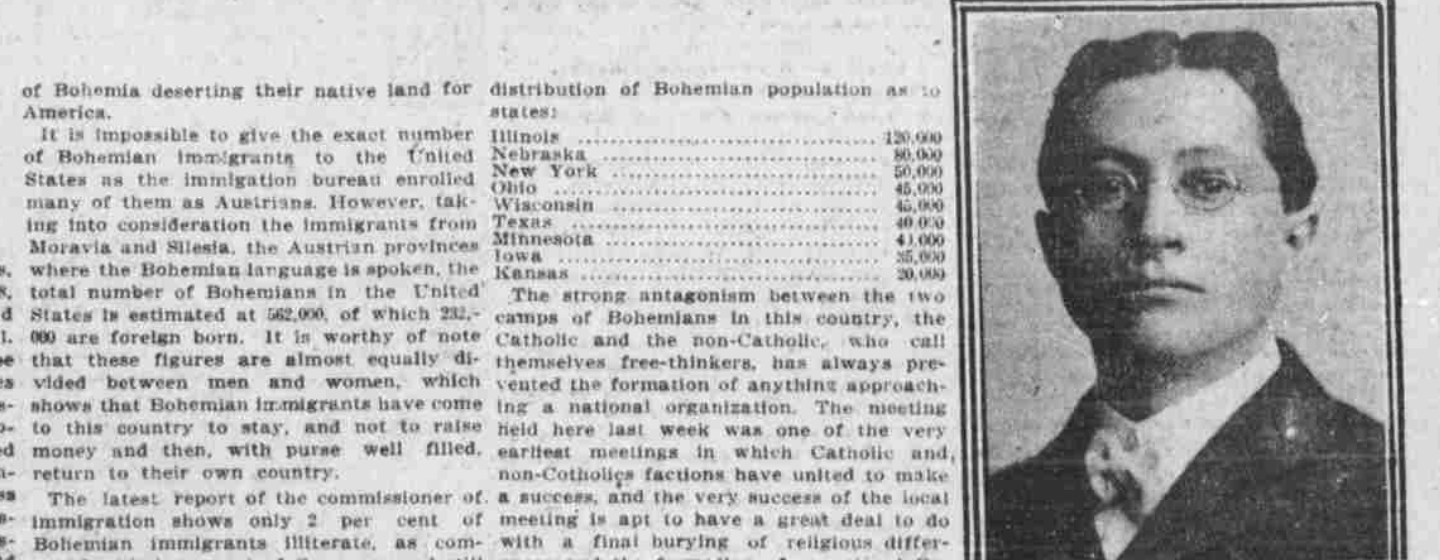
C. Stenicka Financial Secretary



The Rising Generation



School Children Honoring Picture of John Comenius



C. Stenicka Financial Secretary

The total number of these parochial schools in the United States is seventy-five, of which one is located in Omaha. These schools have a total attendance of about 14,000. There is also one institution of higher learning, St. Procopius college in Chicago, which is conducted by the Bohemian Benedictine order.

The strong antagonism between the two camps of Bohemians in this country, the Catholic and the non-Catholic, who call themselves free-thinkers, has always prevented the formation of anything approaching a national organization. The meeting held here last week was one of the very earliest meetings in which Catholic and non-Catholic factions have united to make a success, and the very success of the local meeting is apt to have a great deal to do with a final burying of religious differences and the formation of a national Bohemian society.

Wherever it is possible the Bohemian children, impelled not only by love of their country, but as well by love of their faith, have built up schools in charge of nuns.

of Bohemia deserting their native land for distribution of Bohemian population as to States:

Illinois	120,000
Wisconsin	100,000
New York	50,000
Ohio	45,000
Wisconsin	40,000
Texas	40,000
Minnesota	40,000
Iowa	40,000
Kansas	30,000

It is impossible to give the exact number of Bohemian immigrants to the United States as the immigration bureau enrolled many of them as Austrians. However, taking into consideration the immigrants from Moravia and Silesia, the Austrian provinces where the Bohemian language is spoken, the total number of Bohemians in the United States is estimated at 262,000 of which 232,000 are foreign born. It is worthy of note that these figures are almost equally divided between men and women, which shows that Bohemian immigrants have come to this country to stay, and not to raise money and then, with purse well filled, return to their own country.

The latest report of the commissioner of immigration shows only 2 per cent of Bohemian immigrants illiterate, as compared with 4 per cent of Germans, and still greater number of other nationalities. As to the criminal record, there never has been a Bohemian executed in this country.

A great saving of time has resulted from the Bohemian lives and property in the Austro-Prussian war of 1866, became so desperate as to force many to leave the old country and it was but natural that they should turn their faces toward the United States, then especially prominent as a land of free people.

Poverty is, nowadays, the cause of the greater portion of the immigration to this country. This poverty is largely the result of intonation on the part of the Austrian government to the welfare of certain parts of Bohemia, especially the southern and eastern parts. This, coupled with unbearable taxation, has been the cause of many of the best citizens of those portions

through the ribs of an umbrella, through a common dishpan, and, according to Popular Mechanics, by means of such ordinary material as a wire clothesline.

The possibilities of using this form of wireless communication that suggest themselves are unlimited. For instance, it will be easy for boys who are camping to be in touch with their homes by merely stretching wires between two trees, the wires being a few yards apart, and with this support for the reel for 25 cents at any hardware store.

A tin washbowl can be found at any camp or summer cottage, and this provides a perfectly satisfactory means of catching the wireless words that cavort around the atmosphere.

If the campers have been so forgetful as to omit a tin washbowl from their equipment then there are several substitutes within easy reach. Chambers proved this by spreading a net that had a wire support for the mattress and with this as a receiving implement the ticking started at once, messages that were being sent to the Philadelphia navy yard being plainly heard through the receivers clamped to the ears.

Of course it is not possible to send messages by means of these simple devices unless the person cannot talk back through his dispatch or umbrella.

"I have great fun calling my husband at night," says Mrs. Chambers, who has learned to operate the wireless apparatus at her home. "I agree with him when he is away, but when he is at home I can hear all the news by way of the umbrella aerial or by placing my receiver to an improvised aerial in the vicinity."

The appliance which makes it possible for him to receive wireless messages, but not to send any, can be carried in a suit case. It cost him about \$15 to make it.

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"I learned when he came home that he had caught most of the messages, and the following night he amused himself calling up the wireless stations and jolting the operators who had been kind enough to join in the wireless hunt for him."

the-highest fee is no more than \$15, as against \$25 in Massachusetts and elsewhere. New Jersey follows Massachusetts in providing that every automobile should have two brakes, "powerful in action and separated from each other," as against the "good and sufficient brakes" of the Pennsylvania law; and New Jersey further follows the Bay state in providing for the lighting of lamps a half-hour after sunset. New Jersey examines its would-be chauffeurs, as New York now does, but allows "any proper person of the age of 16 or over to run a car," whereas most states make the minimum age 18. New Jersey is equally liberal in the matter of registration fees, having a graded rate of \$2, \$5 and \$10, less than half the rates in most states. The speed limit in New Jersey is twenty-five and fifteen miles—presenting a third variety within three states. But New Jersey has an explicit exception, providing that "the foregoing provisions concerning the speed of motor vehicles shall not apply to any speedway built and maintained for the exclusive use of motor vehicles, if the speedway at no point crosses any public street, avenue, road, turnpike, driveway or other public thoroughfare, or any railroad or railway at grade."—Charles Johnston, in Harper's Weekly.

Favorite Fiction. "Come Right Along, Old Chaps: My Wife Will Be Delighted to See You." "How Becoming Your New Hat Is, Dear." "I Don't Mind the Loss of the Money, but the Papers the Thief Got Were Very Valuable."

Travelers on This Property Will Be Prosecuted. "My Fellow Citizens, I Do Not Consider This Serenade a Personal Compliment." "If I Thought Smoking Was Hurting Me I'd Quit It in a Minute." "Don't Care for an Automobile Myself, but My Wife insists on Having One." "Ladies and Gentlemen, Miss Pyles, the new super-Klondike, Will Now Enterain You." "The Meeting Will Be Called to Order at 4 o'clock sharp."—Chicago Tribune.

Developments in the Field of Electricity

Train Dispatching Methods. NUMBER of electrical engineers and railroad train dispatchers met recently in the office of the United States Electric company in Pearl street to watch an exhibition of some recent improvements in telephonic train dispatching under the system known as the Gill system. This is the system of dispatching trains by the use of telephones instead of the telegraph, which is being rapidly adopted by railroads all over the country.

The experts present at the demonstration, relates the New York Sun, were familiar with the work in general way, and their interest was in some recent improvement, but to the laymen present, among whom were a number of reporters, the whole system was like magic. A large office room was fitted up with the apparatus of a train dispatcher in one corner and in another corner the apparatus of an operator with whom the dispatcher was supposed to be communicating. There were also a number of regulation railway semaphore signals.

The operator sits at a desk with a telephone receiver at his ear. Before him is a switchboard on which are a number of small keys and over each key is printed a signal number so, for instance, 1-4-4. The operator knows that that is the signal, which when the key is turned quarter way around will repeat the numbers in the one station or office the operator desires to communicate with and in no other office. Of course the operator soon becomes familiar with the code numbers and their corresponding stations, but to make it absolutely fool-proof the name of the station is printed above its proper key. Having turned the key the operator through

the receiver at his ear knows that the signal he has reached the desired station and he calls back by a "come back" electrical arrangement.

The operator has yet more assurance that he has called the right office. He has assurance that the operator in the office he has called knows that he is being called if he is anywhere in the neighborhood of his post of duty, for the turning of that key sets a clangorous bell ringing in the office called and the operator sending the signal plainly hears by telephone the bell sound, though it may be 15 miles away. The signaling arrangements may cause the bell to ring a limited time or continue ringing until the sending operator by an operation of the key stops it. This he would do when he has concluded that the operator he was calling might be busy selling a ticket, receipting for an express package or strolling in the moonlight with his best girl.

The sending operator has been acting under instructions from the division train dispatcher and he must signal a train approaching the station he has called, and when he has made up his mind that the operator he wanted to communicate with is not to be reached the sending operator then reaches up to an electric switch, moves it and the semaphore danger signal nearest the station he has called falls and holds any approaching train. If even by the time the next train approaches and is held up by the signal the called operator has not responded a trainhand jumps to the ground, unlocks a telephone booth near the station, calls up the sending operator and receives his instructions.

The explanation so far tells what is done if the called operator does not respond, which, of course, would very rarely be the

case. The called operator, hearing the bell ring if he is at any distance from the telephone, or hearing his station code signal if he is at his place, proceeds at once without any switching or calling up a central to receive his orders from the sending operator. All this is done by any one with intelligence enough to receive and understand orders from a train dispatcher.

Beyond the advantage of not requiring expert telegraphers to carry on the dispatching, the system has been found to have many other economic advantages. It is the experience of dispatchers handling a Morse key and calling up an office by the signal letters of that office that the operator called answers when he gets good and ready and if he happens to be a little sluggish it takes him some time to get ready; but this curious result has been noted whenever the telephonic system has been installed: an operator will more promptly answer his signal hearing the alarm bell sounded than if he is listening only to the monotonous click of the telegraph instrument. He also receives his talk quicker than you can telegraph, and it is a more simple and natural thing to confirm the order by verbal repetition. The division train dispatcher on one western railroad has estimated that the telephone has saved 1 per cent in the time required in the conduct of the train dispatcher's affairs over his division.

Running Trains by Phone. The Delaware, Lackawanna & Western railroad has entirely dispensed with the telegraph for train dispatching purposes. The telephone has taken its place. On the six-and-a-half miles of line between Scranton, Pa., and Binghamton, N. Y., in 1908 the

first trial of the new system was made. Now the company has 21 stations equipped with the telephonic outfit and 2,600 miles of wire.

Though experiments with telephone dispatching were started in the west, the Lackawanna is the first road to use the system exclusively over all its line.

A great saving of time has resulted from the innovation. It is easier to summon stations along the line and calls are answered more promptly than under the former system. The whereabouts of trains and the condition of the motive power and cars in transit are known at headquarters to an extent not possible when the telegraph was used.

In addition to the phones at stations and towers, there are siding phone booths from which train crews may communicate with the dispatcher. Under former conditions a freight train might be held on a siding for hours while waiting for a passenger train to pass it. Now the conductor calls upon the dispatcher and obtains directions, possibly to move on twenty or thirty miles before overtaken by the passenger train.

In case a freight train was derailed, or met with some other mishap, the wrecking crew always used to include a telegrapher. The trainmaster had to write out messages to headquarters, give them to the operator and wait upon the slow working of the Morse alphabet. The telegrapher is no longer needed. The trainmaster gives all his information by word of mouth and receives information in return in less than half the time required by the old process.

Wireless by Home Utensils. In his Philadelphia home F. B. Chambers, a wireless enthusiast, has been demonstrating the possibilities of aerial communication. The popular idea that to converse by wireless entails a large preliminary expenditure for an outfit is a mistake. The man receives messages from his wife

through the ribs of an umbrella, through a common dishpan, and, according to Popular Mechanics, by means of such ordinary material as a wire clothesline.

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Regulation of Automobiles. New Yorkers have quite recently had brought to their attention the examination of chauffeurs under the new Callan law; and we have all mentally approved, especially those of us who have watched the gyrations of green hands on some of the vehicles for hire. But Massachusetts has long had the same provision, and to this fact also Governor Draper pointed with pride, at the conference of governors. The examination is practical. The chauffeur must know the law; he must know the rules of the road and the traffic regulations of cities; and he must know the inwards of an automobile. He must prove his knowledge, first on paper, and then on the street in a car, and if he fails, like the Macbeth family, he fails.

Pennsylvania is clearly behind the times in having no examination for professional chauffeurs. The aspirant simply has to fill out a form, pay \$2, swear or affirm that he is a perfectly good chauffeur, and the thing is done, and he is entitled to display the two-and-a-half-inch badge conspicuously. Then again, in Pennsylvania, while they have a graduated fee for automobiles,