

## STETZLE IS STILL STAVING

Labor Evangelist Sticks to Plan to Make Church Effective.

## CONTINUOUS CHURCH SERVICE

Labor Temple in New York Scene of Strenuous Effort Along Religious Lines—Spread of World Gospel.

NEW YORK, Nov. 5.—Special to The Bee.—Rev. Charles Stetzel, superintendent of the Department of Church and Labor of the New York Presbytery, is working hard to take the church to the section of the population which will not come to the church, and he is meeting with gratifying success.

The "Labor Temple," situated on Fourteenth street, in the heart of the great amusement center of New York's populous east side, will conduct what will be practically a "continuous performance" on Sundays from 2 o'clock in the afternoon until ten o'clock at night, in competition with the neighboring show houses. Motion pictures will be shown during one hour in the afternoon and from 9 to 10 at night.

The afternoon's program will begin with a "children's hour." An organ recital will follow and then for an hour a dramatic recital of a popular story or a lecture on a human interest subject. The motion pictures will be the last feature in the afternoon's meetings. From 6 to 7 there will be a luncheon and social hour, the evening's program beginning at 7:30 with a song service, under the direction of Mr. Alfred Hallam and a chorus of eighty voices. The choir will render the great oratorios and anthems. The regular evening service will be held at 8 o'clock and to close the day, the motion pictures of the afternoon will be repeated.

### Labor Temple Always Open.

The Labor Temple is open every night in the week for lectures and discussions, for musical instruction, both vocal and instrumental, and on every Friday night, prominent lecturers on the English Bible give addresses. There is an average of about fifteen meetings every week, the object of the temple being to provide a center which will minister to the social and religious needs of the people of New York's east side.

During the last twenty years over eighty churches have either moved out of the district below Twentieth street, or else they have failed. The Department of Church and Labor of the national Presbyterian church, of which Mr. Stetzel is the superintendent, has undertaken, in the Labor Temple enterprise, to demonstrate the possibilities for the church in the field which has so largely been forsaken by the churches. If the plan succeeds during the two years' trial period, six months of which time has already elapsed, the valuable piece of property upon which the Labor Temple stands is to be purchased and a modern, adequate building erected upon its site.

The experiment is being watched by the churches and social workers throughout the country.

### Good Work in Shanghai.

"The Young Men's Christian association in Shanghai is a going concern," said William W. Lockwood, general secretary of the Shanghai branch, who is now in this country.

Mr. Lockwood is a native of Indiana and a brother of George B. Lockwood, the private secretary of former Vice President Fairbanks.

"The Shanghai association," continued Mr. Lockwood, "has four departments, working respectively among the Americans, the Japanese, the Chinese merchants and gentry, and the Chinese students enrolled in institutions of higher learning of that great port city. The most conspicuous work is that of the central Y. M. C. A. association, which enrolls 1,500 members and has a secretarial and teaching staff of fifty-two men, all but five of whom are orientals.

In this association are found Confucianists, Mohammedans, Buddhists, as well as Christians. All come into it and enjoy the same privileges, which are much the same as are offered in leading associations in America.

The full control of the affairs of the organization is lodged in a board of directors composed of fifteen leading Chinese Christian business men. The association is housed in a modern building, the gift of American business men, which was opened by President Taft—then secretary of war—when he visited China three years ago. Within a year after the building was finished it was no longer with activities but enlargement was demanded, and the Chinese business men, largely non-Christian, in a recent canvass, have subscribed sufficient money to purchase a centrally located piece of land.

### Chineses Contribute Liberally.

"Last year nearly \$30,000 came from the Chinese for this work from that one city. The association is an educational institution of prominence. Five hundred students are regularly enrolled and paying for their tuition, and many students are turned away each term.

"In this Shanghai building is located the first modern equipped gymnasium in the Chinese empire. The directors have added to their staff an expert physical director from America. Owing to its leadership in athletics, the association recently has been called upon by the directors of the first national industrial exhibition, now being held in central China, to conduct during its month the first national games for China.

"The athletes of the 'new China' now are asking themselves when China should send the first team to the world's Olympic games. I predict this will come soon, as this year the first national exhibition is being held to decide the championships for the empire, and to create the first national schools.

"Our plan of expansion entails the establishment within the next three years of typical Young Men's Christian associations in each of the eighteen provincial capitals, which associations will be self-supporting and self-directed. America will assist in this by sending two secretaries to each of these cities. The association, with its practical manifestation of Christianity, seems particularly to suit the genius of the Chinese people, and to fit into the needs of the young men of the great cities of that empire of cities."

### Chineses Methodist Affiliation.

Closer affiliation of the various branches of the Methodist church, with the view to consolidation ultimately, will be discussed at the meeting to be held in Baltimore on November 30, a call for which was recently issued.

At this meeting will be present members of commissions appointed by all branches of Methodism. Bishop Earl Cranston of Washington is chairman of the Methodist Episcopal commission, and his associates are Bishops Luther Wilson, J. M. Walden, Rev. Dr. J. F. Guocher, Rev. Dr. G. A. Foster of Boston, Vermont, J. Rev. W. M. Evans, H. T. Miller, Hartford, Crawford and J. A. Patten of Chattanooga, Tenn. The Methodist Episcopal Church South commission is headed by the venerable Bishop Albama W. Wilson. The chair-

man of the commission of the Methodist Protestant church is Rev. Dr. Thomas H. Lewis, president of Western Maryland college, Westminster.

The call for the meeting in Baltimore was issued in pursuance to resolutions for closer relations between the various branches of Methodism adopted at the general conference of the Southern Methodist Episcopal church in Asheville, N. C., last May; at the Methodist Protestant general conference in Pittsburgh in 1908 and at the general conference of the Methodist Episcopal church in Baltimore in 1908.

In Korea a nation is being "born in a day." Twenty-five years ago there was not a Christian in the country. Twenty years ago seven men met behind closed doors to take the communion of the Lord's supper. Today, with over 300,000 Protestant adherents, they have gained an average of one convert an hour, night and day, during the twenty-five years that the missionaries have been in Korea. Increasing now at the rate of about 33 per cent a year, if the present rate of increase should continue, Korea would be a Christian country within thirty years, to be followed

later by the Philippines, Japan, China and India.

We are to have another "ex-booster day" at the Salvation Army headquarters. On Thanksgiving day all former drunkards are invited to attend an afternoon meeting at Memorial hall, Fourteenth street, near Sixth avenue, and tell how they were rid of their habit. Commander Eva Booth and other officers will attend.

Be a Booster, and boost in The Bee. Through its columns your boost amounts to something. Try it. Advertise.

## DRY PARADE IN KANSAS CITY

Line Several Miles Long Is Led by R. A. Long, Millionaire Lumberman.

KANSAS CITY, Nov. 5.—Led by R. A. Long, a millionaire lumberman, a parade of prohibition advocates several miles in length marched through the streets of this city this afternoon to the music of a dozen bands and under hundreds of flags and banners.

wore a flowing white sash, the gift of the Women's Christian Temperance union of Kansas City, and was mounted on a white horse. Behind him followed miles of "dry" enthusiasts, some mounted, some on foot, some in motor cars, delivery wagons and buggies, all with something to wave, if not a banner, a flag.

Judge William H. Wallace, president of the State Amendment association, walked in the parade.

Banners bearing such mottoes as "Bread or Beer, which?" "Down with the rum traffic," or "Will you help close the drink

factories" bobbed up and down at close intervals along the line.

Whittled to a Point. The leader a child cries the less it is hurt.

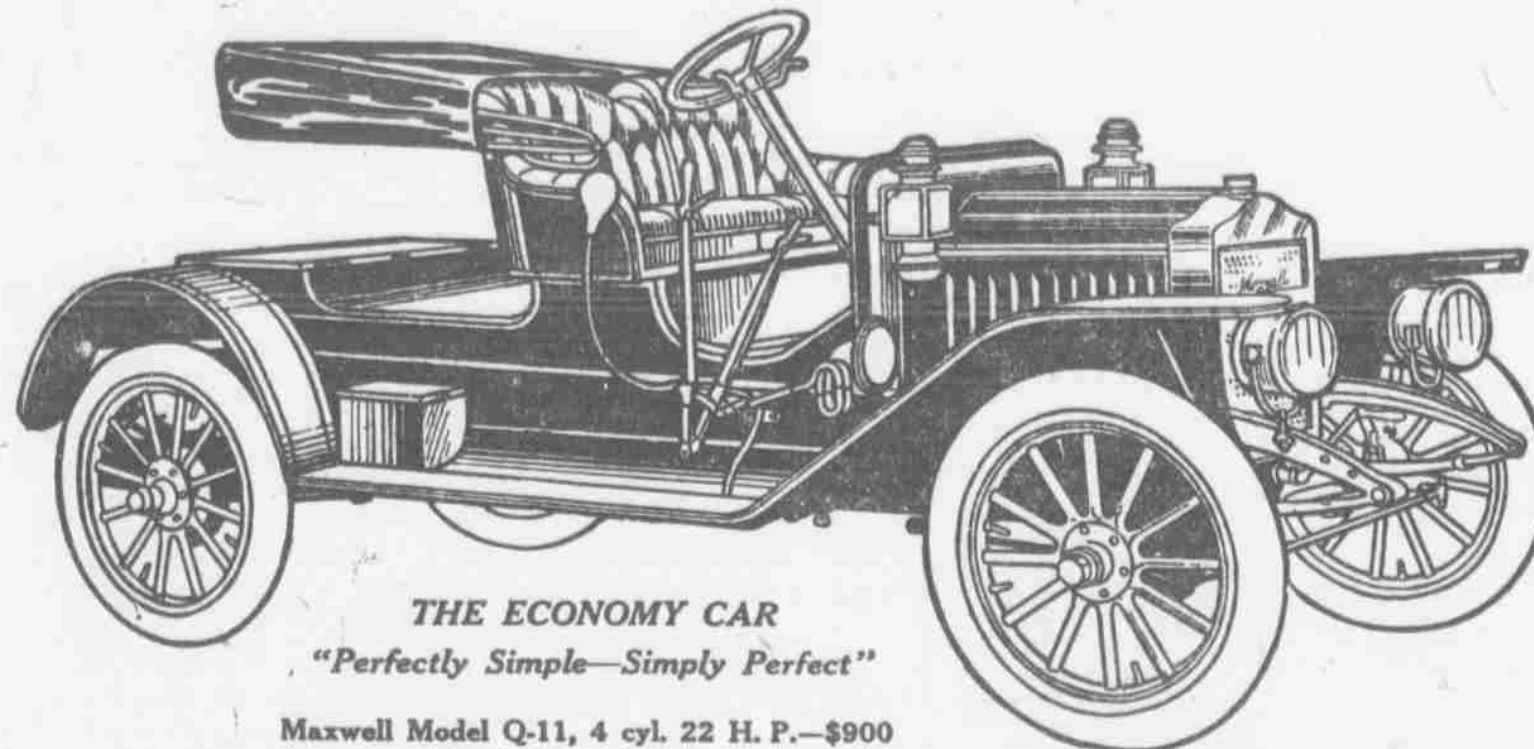
A woman can always find something to admire in a man—if he admires her. No matter how much money a man has he is almost sure to envy a man who has more.

A woman can even be proud of her husband's bad habits if he'll attend church on Sunday. When a man begins to boast of his honesty it is your cue to keep one eye on your umbrella.—Chicago News.

# The First Real Cost-Test Ever Made

## Automobile vs. Horse

Maxwell per passenger mile— $1\frac{8}{10}$  cents  
Horse and Buggy per passenger mile— $2\frac{1}{2}$  cents



THE ECONOMY CAR  
"Perfectly Simple—Simply Perfect"  
Maxwell Model Q-11, 4 cyl. 22 H. P.—\$900

A PUBLIC test of the Maxwell Car and a horse and buggy on the streets of New York and its suburbs, under actual conditions of traffic, has just been completed.

## It Proves Beyond Dispute

That the automobile is undoubtedly an economy.

That its low cost of operation surprises even its advocates.

That the extravagance of the motor car is voluntary and unnecessary.

That its pleasures are within the reach of men of moderate means.

That it is an indispensable factor in transportation and a utility.

That it is an implement which, if properly employed, will increase the earning

power of man, conserve his time, extend his field and support his hands.

That the automobile industry, practically unknown ten years ago and now the fourth greatest industry in the United States, is fully vindicated and proven economically sound.

That the Maxwell car is the standard of that industry: the efficient, economical, reliable, utility automobile, as near perfection as human intelligence and human handiwork can make it under modern conditions.

## Test Officially Sanctioned by the American Automobile Association

We invited the Contest Board of the American Automobile Association to conduct this test in order that it might be in absolutely disinterested control. The board appointed judges to attest its results.

The two vehicles ran each day over a predetermined route. Each ran continuously for six hours, regarded as a normal day's work. Account was kept of every item of expense entailed. The

needs of each vehicle were supplied at roadside stores at current market prices.

Each day a different route was laid out, in order to cover all conditions of city and suburban traffic and all sorts of roads. One day they covered the densely congested districts of the city; another day they ran in infrequently traveled suburban roads. Everything was done to make the test normal, actual, eminently fair and conclusive.

## The Results Attested By Its Judges

The automobile cost  $\frac{8}{100}$  of a cent per passenger mile to operate.

The horse and buggy cost  $\frac{14}{100}$  of a cent per passenger mile.

The car covered  $2\frac{1}{2}$  times the distance traveled by the horse.

The car averaged  $76\frac{1}{10}$  miles a day at a cost of \$1.03.

The horse averaged  $32\frac{1}{10}$  miles a day at a cost of 95 cents.

The car required  $5\frac{1}{2}$  gallons of gasoline and a pint of lubricant daily.

The horse needed 12 quarts of oats and 20 pounds of hay per day.

The other expenses—tire cost, up-keep and depreciation or similar charges brought the total cost of the car up to  $1\frac{1}{10}$  cents per passenger mile, as shown in the table above.

The other incident expenses of maintaining a horse and buggy brought its total cost up to  $2\frac{1}{2}$  cents per passenger mile as shown in the table above.

This is our answer to the charge made that the automobile is an extravagance. This proves that it is an economic factor that would save millions if the Maxwell were everywhere substituted for the horse and buggy.

We have always been unable to fill orders promptly in the spring and summer. In order to stimulate early season business all these cars sold during the next 30 days will be

## GUARANTEED FOR LIFE.

# United Motor Omaha Co.

2115 Farnam Street  
LEWIS E. DOTY, Manager

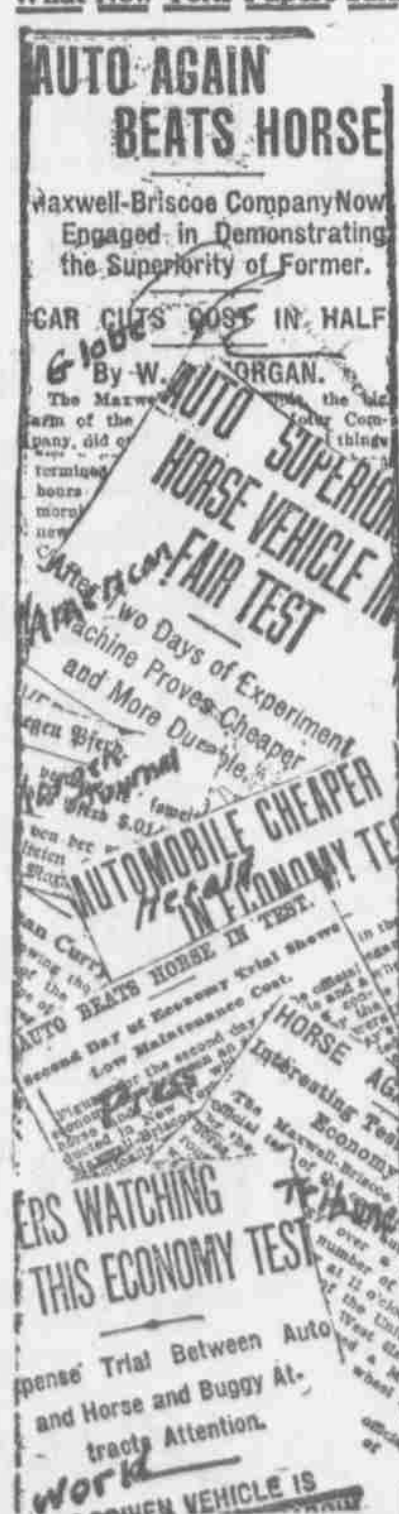
## Automobile, $1\frac{1}{10}$ ¢.

Expenses stop when not in use.  
Based on 10-Mile Trip

Gasoline	.122
Oil	.014
Grease	.003
Tires and Car Depreciation	.23
Cost per mile—two persons	.369
Cost per mile—per person	.184

To operate an automobile the cost is based on gasoline at 20¢ a gallon; oil, 50¢ a gallon; grease, 12¢ a pound; depreciation and tires, .023 a mile; average cost of gasoline per mile, .0122 (figuring 16½ miles to the gallon) and not including storage. The average of 16½ miles to the gallon of gasoline is based on tests of the Maxwell used in the economy test and is extremely low.

## What New York Papers Said



## Horse and Buggy, $2\frac{1}{2}$ ¢.

Expenses continue when not in use.  
Based on 10-Mile Trip

16 lbs. hay	.065
12 quarts oats	.228
20 lbs. straw per month	.05
Daily pro rate	.005
Horseshoeing—daily pro rate	.005
Grease—daily pro rate	.0002
Depreciation	.002
Cost per mile—two persons	.5182
Cost per mile—per person	.259

To operate a horse and buggy the cost is based on hay at \$21.00 a ton; oats at 60¢ a bushel; straw at \$1.50 cwt.; horseshoeing, \$2.50 per month; grease, 12¢ a month; depreciation harness and buggy, .005 a mile; horse, buggy and harness costing \$275.00 and lasting ten years, stabling not included.

## Other Newspaper Comments



## GUARANTEE FOR LIFE

THE Maxwell-Briscoe Motor Co. guarantees this car to be made in a good and workmanlike manner and free from defects in material, and will replace free of charge during the life of the car any material (except tires and added accessories) adjudged defective when returned to its factory for inspection, transportation prepaid.

by Maxwell President  
MAXWELL-BRISCOE MOTOR CO.