IDEAL WEATHER FOR EASTER DAY

New Hats and Dresses Were Worn and Streets Looked Like Flower Gardens and Rainbows.

EVERYBODY OUT DOORS

Fine Day Attracted Most of Keokuk—Churches Had Special Services and Music in the Morning.

Ideal Easter weather prevailed in Keokuk yesterday. The day left nothing to be asked for in the way of weather, and display of clothes which is always a feature of Easter day was not lacking yesterday. The brilliant colors of the season worn in daring combinations were familiar sights.

The weather was ideal for walking or driving, and nearly everyone in Keokuk was doing one of the two. The streets were crowded with pedestrians all during the day, but especially in the afternoon, and the parks were the rendezvous of hundreds of Easter paraders.

Many people were driving yesterday and auto parties were numerous. The river drive on both sides of the river was a popular place for the machines, and the boulevard and the roads in the city were clustered with vehicles. The autos, many of them, looked like rainbows and flower gardens, because of the varied hued hats and dresses worn by the occupants.

The streets took on the appearance of a kaleidoscope during the afternoon with the many colored dresses and hats. Blues, of all shades, pinks, old rose, and even some of the somber browns, all combined to make an ever changing color scheme.

The churches yesterday observed Easter day in fitting manner. In all of the churches in the city special music was given by the choirs and the pastors of practically all of the church preached special sermons from Easter texts.

Knights Templar Service.

The Rev. W. A. Neill of the Trinity M. E. church invited the Knights Templar to attend services at his church, and in consequence the entire commandery in full uniform attended the services there. The service at the church was impressive, and the sermon by Dr. Neill was especially fitting to the occasion. The pastor's subject was Immortality.

The various Sunday schools also observed the day and exercises were held in many of these.

And the bunny did not forget to come either. Many a sleepy baby rolled over yesterday morning to see what the bunny had left, and the bright colored Easter eggs, pretty baskets and nests showed that the childish faith had not been misplaced. The bunny like Santa Claus, always manages to make the trip each year.

Lamb in the Sun.

Whether Keokuk people generally observed the old custom of looking for the Easter lamb in the setting sun, is not told, but some of those who did get out a piece of smoked glass said they were repaid by the picture of a lamb dancing up and down in the sun. This old superstition is centuries old. It has been handed down from generation to generation like many of the other legends of the day, until no one knows from whence it started.

Easter day brought to an end the six weeks of Lent and the social whirl once more will resume its normal activity. Many events are scheduled for the week. Easter has become a day of big dinners also, as the result of this breaking of the season of fasting.

At Trinity M. E. Church.

Easter services in Trinity Methodist Episcopal church were impressive. Early in the morning the Sabbath school room was filled with bright faced boys and girls. The Sunday school of Trinity M. E. church is the pride of not only the superintendent and pastor but many other loyal christian workers in the church, for this school boasts of being sixty-five per cent children and young people and the attendance yesterday was 466. Much credit is due the faithful and enthusiastic superintendent, Henry Krueger, who is untiring in his devotion and service to this school.

Shortly after the school was opened the superintendent announced that the classes and teachers as called would pass into the auditorium, the primary department under the direction of Miss Anna Ritter, entering first. The church had been most beautifully decorated for the service.

Rev. W. H. Neill then announced that all who had come forward on decision Sunday and had not received baptism, would come to the altar and the same would receive baptism. At this, boys and girls of all ages, from the infant class to the Bible class, advanced and knelt at the altar. Thirty-eight were baptised, and sixty-four were received into the church.

Crowning this beautiful service, Damascus commandery of Knights Templar entered in uniform and joined in the church services.

FUNERAL RECORD

Mrs. Hazen I. Sawyer.

The funeral of Mrs. Hazen I. Sawyer was held at the residence of her parents, Dr. and Mrs. George F. Jenkins, 629 High street, at 3 o'clock Sunday afternoon and there was a large attendance of her devoted friends. The floral tributes were touching and beautiful in keeping with the active, earnest and loving life she had lived. The services were simple and impressive, conducted by Rev. Dr. Ezra B. Newcomb of the First Westminster Presbyterian church, after which interment took place at Oakland cemetery.

The pallbearers were W. C. Howell, C. A. Weber, Dr. F. M. Fuller, L. G. Norman, John W. Collier and Ira W. Wills.

Thomas B. Morgan.

There was a large attendance at the funeral of Thomas B. Morgan, at St. Francis de Sales church, at 2:30 o'clock Sunday afternoon. There were many beautiful floral tributes in token of tender regard for the deceased.

The pallbearers were John Finigan, Thomas Breheny, John McGee, George Ewers, Daniel Moore and Thomas Conroy.

Mrs. Effie Pinkley.

The remains of Mrs. Effie Pinkley, wife of Dr. Wm. M. Pinkley were taken from the vault at Oakland cemetery at 4 o'clock this afternoon and received final interment in that cemetery.

E. T. MEREDITH

Des Moines publisher who has announced his candidacy for the democratic United States Senatorial honors.

Electricity Operates Western Railroad

Butte, Anaconda & Pacific Railway Adopts Electric Locomotives Throughout for Passenger and Freight Service.

The Butte, Anaconda & Pacific railway is one of the most remarkable examples of steam road electrification. Besides being the first 2,400 volt direct current road in this country, it is also the first steam road, operating both freight and passenger schedules, to electrify its lines purely for economical reasons. A number of steam railway electrifications have been made because of peremptory factors, such as terminal and tunnel operation or for rapid suburban service. This road, however, cannot be classed as an "enforced electrification," since no such special limitations have been the determining factors.

The first electric locomotives were put in service May 28, 1913, hauling ore cars between the East Anaconda yards and the smelter. During the first seven months of service, they made approximately 201,000 miles and hauled about 2,365,000 tons of ore.

The steam locomotive crews, consisting of engine men and firemen, easily acquired proficiency in handling the electric locomotives; in fact, two or three days instructions from a competent electrical man were ordinarily sufficient. The change from steam to electric haulage was made without any change in the personnel of the train crews and without any delays or alterations in the schedule. The engineers, without exception, have expressed themselves as being greatly pleased with the easy operation of the locomotives.

The electrified lines of this system extend from the Butte Hill yard to the smelter, a distance of 32 miles. There are numerous sidings, yards and smelter tracks that have been equipped with overhead trolley, making a total of about 95 miels on a single track basis. The Butte, Anaconda & Pacific railway is essentially an ore hauling road, the freight traffic from this source originating at the copper mines located near the top of Butte Hill. From the mines, the ore trains are lowered down the mountain a distance of 4½ miles to the Rocker yards located a few miles west of the city of Butte. At this point, new main line trains are made up for transportation to the smelters at Anaconda. The main line division extends through a rough, mountainous country, a distance of about twenty miles, with grades as high as 0.3 per cent.

Between the cities of Butte and Anaconda, which are located at the ends of the electrified portion of the system, there is considerable local traffic, both passenger and freight. The city of Butte and vicinity has a population of about 65,000, and Anaconda about 10,000. At Butte, the Butte, Anaconda & Pacific connects with the Great Northern railway, the Northern Pacific, and the Chicago, Milwaukee & St. Paul railroad; and at Silver Bow, about six miles from the city, connection is made with the Oregon Short Line.

For a distance of sixteen miles, the Butte, Anaconda & Pacific railway is paralleled by the Transcontinental lines of the Northern Pacific, and the Chicago, Milwaukee & St. Paul. The last named company has already contracted for power for the operation of electric trains from Harlowton, Montana, to Avery, Idaho, a distance of 440 miles.

The freight traffic consists largely of copper ore and amounts to more than 5,000,000 tons per year. This material is handled in steel ore cars weighing about 18 tons and having a capacity of 50 tons each. Trains of 30 loaded cars weighing 2,000 tons are made up at the Butte Hill Yards and hauled by two-unit locomotives to the Rocker yards, where 4,000-ton trains are made up for the main line.

Eight passenger trains are operated between Butte and Anaconda, four in each direction. The main line trains were first hauled by electric locomotives on October 1st, 1913, and promptly demonstrated their ability to make better than was possible with steam engines. Single locomotives are used, hauling trains of from three to five passenger and baggage cars.

Energy for the operation of electric trains is purchased from the Great Falls Power company. The generating plant is located at Great Falls, Mont., on the Missouri river, and has for some time been supplying electric power for the operating of the mines and smelters at Butte and Anaconda. Six hydro-electric units are installed, having a nominal rated capacity of 21,000 kw. The power is stepped up to 102,000 volts for transmission to the transformer substation at Butte, a distance of 130 miles. An extension of the system transmits power at 60,000 volts to a second transformer station at Anaconda, 26 miles farther on.

The Butte station forms the center of the extensive power system operated by the Montana Power Company. Besides the Great Falls 102,000 volt transmission lines, there are several 60,000 volt transmissions terminating at this point, which form a part of the Montana Power Company's system. These lines bring in power from the Hauser Lake, Canyon Ferry, Madison and Big Hole plants.

The locomotive equipment consists of seventeen 80-ton units, fifteen for the freight and two for passenger service. The freight locomotives are geared for slow speed and are operated in pairs for the main line service. The maximum free-running speed is 35 p. h.

The two passenger locomotives are of the same construction as the freight units, but are geared for a maximum free-running speed of 55 m. p. h. A speed of 45 m. p. h. is made with three passenger coaches on straight level track.

The continuous tractive effort of a single 80-ton freight locomotive is 25,000 lbs. at 15 miles per hour. The maximum tractive effort for a period of five minutes is 48,000 lb. based on a tractive coefficient of 30 per cent. These locomotives are of the articulated double truck type with all the weight on the drivers. The cab contains an engineer's compartment at each end and a central compartment for control apparatus. The engineer's compartment at either end of the car contains the operator's seat, controller, air brake valves, bell and whistle ropes, ammeter, air gauges, sanders and other control apparatus within immedite reach of the engineer.

All the passenger and baggage cars now used between Butte and Anaconda will be heated as well as lighted by electricity as soon as the equipment can be installed. The cars will be heated from a single heating unit installed underneath the car floor. Cool air will be drawn into the insulated case enclosing the heating units from some point on the roof of the car. After passing over the heating coils the air will be radiated through ducts under the floor of the car to radiators placed between alternate seats.

HIS APPOINTMENT BRINGS SENATE ROW

Winthrop M. Daniels.

Winthrop M. Daniels, member of the New Jersey board of public utility commissioners and former professor of political economy at Princeton, has been appointed a member of the interstate commerce commission by President Wilson. The appointment has brought forth vigorous protest by Senators Kenyon, Cummins, Lafollette and others against the executive sessions held by the senate, with a threat to refrain from secrecy hereafter except when treaties and similar matters are under consideration.

Spring Presbytery.

MEDIAPOLIS, Iowa, April 13.—The spring meeting of the Iowa presbytery opened a two days session here today. The officers are Rev. D. W. Casset, moderator, Birmingham; Rev. E. W. F. Holler, permanent clerk, Ottumwa. The ministers commenced to arrive this morning and the services will open tonight with devotional services followed by a sermon by Rev. D. W. Casset, the election of officers and the reports of committees. The business session will start tomorrow morning. Tomorrow night Rev. C. P. Foreman, D. D., will speak on "The Solvency of the Country Church."

PROFESSIONAL CARDS

PHYSICIAN.

DR. W. P. SHERLOCK,
PHYSICIAN AND SURGEON.
Office, 18 North Fifth street, in the Howell building.
Office Hours—10 to 12 a. m., 2 to 3 p. m.; evenings, 7 to 8; Sundays, 11 to 1 p. m. United States civil service examiner.

DR. BRUCE L. GILFILLAN,
PHYSICIAN AND SURGEON.
Office, 621½ Main street, over Winger Bros. store. Bell 'phone 190-Black.
Residence, 317 North Fourth street. Bell 'phone 1280-Red.
Hours—10-12 a. m.; 2-4 p. m.; 7-8 p. m. Sunday by appointment.

DR. W. FRANK BROWN,
No. 10 North Fifth Street.
Over Keokuk Savings Bank.
Phone No. 184.

C. A. JENKINS, M. D.
Room 4, Estes building.
Office phone 29; residence, 569.
Hours—10-12 a. m.; 3 to 5 p. m.

W. P. BUTLER,
CHIROPRACTOR.
No Drugs—No Knife—No Osteopathy.
323 Blondeau. Phone 1411.

DR. H. H. STAFFORD,
DENTIST.
In Dorsey Building across from the Postoffice.
Hours from 9 to 12, 1:30 to 5:00.

Government Clerk on Trial.

UPPER MARLBORO, Md., April 13.—Trial of William J. Fisher, clerk in the interstate commerce commission at Washington, on the charge of murdering William L. Altdorfer, a well known newspaper correspondent, at Chevy Chase, Md., last fall, was begun here today. A former trial at Rockville, Md., resulted in a disagreement, and Fisher obtained a change of venue. Interest today centered on the story to be told by Miss Lillian Reeves, Altdorfer's adopted daughter and the only witness to the killing. Fisher claims he sought to protect Miss Reeves from Altdorfer's insults, and in a struggle with the man, who was intoxicated, he stabbed him with a pair of scissors.

FRATERNAL CARDS

MASONIC.

Meet in K. of P. building, corner of Fifth and Blondeau. Eagle Lodge No. 12 holds its regular meeting the first Monday evening of each month.

Hardin Lodge No. 29, holds its regular monthly meeting the second Monday evening of each month.

INDEPENDENT ORDER OF ODD FELLOWS.

Hall, Seventh and Main streets.

Keokuk Lodge No. 13, meets regularly Monday evening at 7:30 o'clock. C. A. Devero, N. G.; E. L. Boud, recording secretary.

Puckechetuck Lodge No. 32, meets every Friday evening at 8 o'clock. J. G. Waldhaus, N. G.; George W. Immegart, permanent secretary.

Puckechetuck Encampment No. 7, meets first and third Thursday evenings of each month. John Eisenhuth, financial scribe.

MODERN WOODMEN OF AMERICA.
GIBBONS HALL

Keokuk Camp No. 622, meets every Wednesday evening at 7:30 p. m. Our latch string is out to neighbors. John C. Wustrow, V. C.; J. A. Pollard, clerk.

B. P. O. ELKS.

Keokuk lodge No. 106, meets first and third Thursday nights at Elks' hall, Sixth and Blondeau streets. Club rooms open daily. Visiting brethren cordially invited. Dr. J. B. Howd, E. R.; Leroy J. Wolf, secretary.

FRATERNAL ORDER OF EAGLES.

Keokuk Aerie, No. 683, meets first and third Wednesday of each month at Eagle's hall, 523 Main street. Visiting brothers cordially invited. Ralph Foulds, W. President; C. A. Noakes, secretary.

A. O. U. W.

Keokuk lodge, No. 256, meets every Thursday night at 8:00 o'clock at Hawkes hall, Eighth and Main street. Visiting brethren cordially invited. C. M. C. Miller, M. W.; Gertrude Baur, recorder.

K. OF P.

Morning Star lodge, No. 5, meets at Fifth and Blondeau, K. of P. building, Tuesday at 7:30. N. J. Montague, chancellor commander; J. A. Burgess, K. of R. and S. Visiting knights fraternally invited.

KNIGHTS AND LADIES OF SECURITY KEOKUK COUNCIL NO. 1039 meets the first and third Monday of each month at Hawkes hall, at 8 o'clock. Dr. C. A. Jenkins, president; Ernest Best, financier; Mrs. Ralph Muse, secretary.

ROYAL ARCANUM

Keokuk Council No. 536 meets first and third Friday each month, Hawkes hall, Eighth and Main. Visiting brethren fraternally invited to attend. C. M. Kingman, regent; J. I. Annable, secretary.

LOYAL ORDER OF MOOSE

Keokuk Lodge, No. 704, meets every Tuesday night at 8 p. m., in Moose hall, corner of Sixth and Main. Visiting brothers cordially invited. L. L. Laubersheimer, dictator. Ed. S. Lofton, secretary.

WOODMEN OF THE WORLD.

Gate City Camp No. 81, Woodmen of the World, meets second and fourth Mondays of each month at Hawkes hall, corner Eighth and Main. Visiting sovereigns cordially invited. Albert Kiefer, consul commander; Jos. M. Skinner, clerk.

—Read The Daily Gate City, 10c per week.