

delay and ruinous cost that now discourage the poor inventor.

**GEORGE WESTINGHOUSE:
INVENTOR AND ENGINEER**

To no other American except Thomas Edison are so greatly due the advances of our time in invention and consequent industrial expansion as to George Westinghouse, who died in New York City last week at the age of sixty-eight. The application of air power to the railway brake was long resisted by the railway companies, but is now not only universal but by law compulsory. This invention alone, made when Westinghouse was but twenty-one years old, is enough to make one inventor famous, and it was followed by the adaptation of the alternating electric current for light and power purposes, by a valuable air-spring for motor vehicles, by numerous improvements in railway signaling, by the great turbine system for steamships, by a practical method for using natural gas at a distance from its source, and by literally scores of minor devices and discoveries. Out of these inventions grew the immense Westinghouse manufacturing industry, said to employ in all its branches 50,000 men and to represent \$200,000,000 in capital.

That Mr. Westinghouse was a man of wide human sympathy as well as a great organizer and developer of industry is shown by the statement in the current accounts of his life that he introduced into this country the now almost universal Saturday half-holiday.

Both physically and as a leader and commander of men Mr. Westinghouse was a man of remarkable strength and energy. Lord Kelvin declared truly that he was "in character and achievement one of the great men of our time."

BILLY SUNDAY

Billy Sunday is a human phenomenon—if he will pardon our applying to him a term of three syllables which, to use his own phraseology, "might make a Greek professor's jaw crack"—a phenomenon that cannot be treated either with indifference or contempt. Some persons, however, especially in our large cities, are inclined to be ultra-critical because Mr. Sunday as a preacher or religious orator violates many of the conventions of the pulpit.

Billy Sunday was, twenty years or more ago, a famous professional baseball player. He played center field on the well-known

Chicago team managed by Captain "Pop" Anson, and he was known from the Atlantic to the Pacific in his time as a remarkable thrower and runner. When he became an evangelist, he determined to "play" the game of religion exactly as he played baseball. Mr. Sunday recently appeared on the platform of Carnegie Hall in this city under the auspices of an Evangelistic Committee composed of some of the leading citizens of New York. A reporter of the New York "Sun" describes the event as follows:

At a wave of the hand from Dr. Wilson Mr. Sunday sprang to the footlights. He went at his job of preaching exactly as a skillful coacher works on the base lines. He made you think of Jennings, Clark Griffith, Germany Schaefer—any one of the ready-witted, nervous, energetic baseball strategists in the midst of a hot game.

Billy Sunday went at it with voice, hands, feet, eyes, his whole body. Of medium height, squarely built, with a strong-cut, smooth-shaven face, he looked fifteen years younger than his age. He talked so rapidly that often whole phrases seemed to explode as a Roman candle explodes and were lost in a crackling of sounds. He roamed up and down the stage, stamping his feet, pounding the desk, bending double, kicking out over the footlights, hurling defiance at the powers of evil with the same motion that an outfielder uses in throwing to the home plate.

He spoke of God, Jesus, and the Apostles as men speak of acquaintances they have just left around the corner. As Billy talked, these things didn't sound irreverent. Possibly they would look differently in print.

Mr. Sunday's theology is of the old-fashioned, and what is sometimes regarded as the orthodox, kind. He believes in a personal devil, a heaven of material blessedness, and a hell in which the obstinate and perverse sinner is condemned to eternal and poignant suffering. His exhortations are an appeal to men to live lives of decent conduct—to live up to the Ten Commandments and the Golden Rule. He appeals to men to "turn from the error of their ways" for two motives. One is to save themselves from eternal punishment, and one is to make themselves and their neighbors more fit than they often are to be members of a civilized society. Vice is intolerable to him, and he believes that every decent man should make open warfare upon it. In carrying on this warfare he does not hesitate to use humor, sarcasm, denunciation, pathos, or any other rhetorical weapon to conquer his audience. And he addresses enormous audiences everywhere. In New

York, on Monday evening of last week, a vast and struggling crowd tried to get into Carnegie Hall to hear him. A correspondent of *The Outlook*, who succeeded in getting into the meeting, and who is a successful New York business man, not naturally sympathetic with the sensational methods of the emotional type of revivalist, writes to us of that meeting as follows:

"The audience was above the average and struck me as being sincere, in earnest, and not there simply out of curiosity. My own feeling is that Billy Sunday is a better advocate of temperance than religion. He reminds me slightly of the younger Murphy when he used to tear around the platform and appeared to be so terribly in earnest. In other words, I am inclined to think that Sunday's influence on the uneducated would be much greater than on the middle or church-going classes. But he is certainly an interesting talker, and he held the attention of his audience from start to finish. His slang does not grate upon you as much when he speaks it as it does when you read it, and his personality is very pleasing."

One student of Mr. Sunday's work in Ohio, Pennsylvania, and States farther west says that the result of one of his campaigns is a manifest strengthening of the ties of a fraternal spirit among the men of the community. "They discover that after all they are able to spare some money to advance the public good and a little time to the work of strengthening the ties of brotherhood." In this respect, at least, his work is constructive and not merely denunciatory. His methods are sensational, but his purpose is not. Even those who differ with his theology must gladly join with him in his effective and successful attacks upon the whisky traffic in this country, with all its attendant evils.

THE SOUTHERN PACIFIC DISSOLUTION

There appears elsewhere in this issue an article by Theodore H. Price on the attitude of the Administration towards the railways. In that article Mr. Price refers to the dissolution proceedings instituted by the Attorney-General of the United States against the Southern Pacific Railroad system as being contrary to the interests and wishes of the citizens of California. We think he is right in his assertion. To get the facts we telegraphed four representative California citizens—Dr. Benjamin Ide Wheeler, President

of the University of California; Mr. Rudolph Spreckels, well known as a champion of the rights of the public; Mr. William H. Crocker, President of the Crocker National Bank of San Francisco; and Mr. Harrison Gray Otis, editor of the Los Angeles "Times," as follows:

Please telegraph at our expense night letter your opinion in regard to the justice, necessity, and expediency of the Government suit to dissolve the Southern and Central Pacific Railroads, stating also whether the weight of public opinion of the Pacific coast is in favor of or opposed to the proceedings.

Mr. Spreckels telegraphed that he is not now prepared to express an opinion on either question. Dr. Wheeler believes that efficient competition might be of advantage to the State, but that "the Central and Southern Pacific Railroads are so thoroughly bound together that no man can foresee the result of tearing them asunder." He adds that "shippers and railroad men seem to be earnestly opposed to unmerging," but that outside of those two groups the opinion of "the best and wisest citizens is divided." Mr. Otis believes that the dissolution will be both unjust and unnecessary. We quote from his telegram as follows:

The weight of public opinion on the Pacific coast is, as I construe it, against the pending attempt of Attorney-General McReynolds. The Merchants and Manufacturers Association and the Chamber of Commerce of Los Angeles—the latter more than three thousand strong—have both endeavored to call the attention of the President to the hardships that will certainly come to California if the Attorney-General persists in proceeding with the plan which he has announced for the dissolution of the Central and Southern Pacific Railroads. Both roads have been under one management so long and their operations have been so completely amalgamated that an attempt to separate them will be sure to produce much less efficiency in handling business and higher charges must follow as the logical result. HARRISON GRAY OTIS.

That public opinion against dissolution is not confined to California is clearly demonstrated by the facts stated in Mr. Crocker's telegram, as follows:

The commercial interests of the Pacific Coast are strongly opposed to this dissolution. This is evidenced by the many protests which have been made to the President of the United States and to the Attorney-General by commercial organizations and by individual merchants and manufacturers; by the action taken by the San