

of conference who responded to roll call were increased to forty by admissions and transfers. There were but seven churches in all their vast territory, six in Iowa and one in Dakota; in which last region there were but four other Protestant churches; total value \$19,100.00, a rather superior type of structures for that country and era. Thirteen parsonages, twelve of them in Iowa were considered worth \$7,000.00. Algona Seminary with properties worth, on paper, \$24,000.00, completed the material possessions; pastors and presiding elder's salaries averaged about \$400.00; benevolent collections, about \$670.00; while a church membership of three thousand four hundred and forty-nine, and seventy-seven Sunday schools enrolling 3,850 attendants, represented the spiritual harvests of the twenty years or so elapsed since the meagre beginnings set forth in earlier pages herein.

FIRST STREAMLINER IN IOWA

"The Zephyr," the Burlington railroad's streamlined, stainless steel train, glided with airplane smoothness over the rails from Osceola, Iowa, into Des Moines Monday for public inspection. The train, on its way from the Pacific coast to the world's fair in Chicago, Ill., was to be on exhibition at the Union station.

In the cab of the train, J. S. Ford, veteran Burlington railroad engineer, talked of his years as a steam locomotive engineer and of his new duties on the Zephyr. "Don't ever let anyone tell you," he smiled, "that just because they have taken steam from many of the trains that the romance of railroading is gone."

Since April 18 the train has traveled more than 14,000 miles. The 600-horsepower diesel motor has averaged on the trip more than two and three-quarter miles for each gallon of crude oil. From Chicago, Ill., to Denver, Col., the train burned \$16.00 worth of fuel. This is less than it would cost to water the average steam locomotive on the same trip, A. Cotsworth, Jr., passenger traffic manager, said.—*Des Moines Tribune*, July 9, 1934.

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