

DAILY GATE CITY, PUBLISHED BY THE GATE CITY COMPANY

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DAILY BY MAIL: One year, \$3.00; Four months, \$1.00; Six months, \$1.50; One month, \$0.25

Entered in Keokuk postoffice as second class matter. Postage prepaid; terms in advance.

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THE GATE CITY is on sale at the following news stands: Hotel Keokuk, cor. Third and Johnson, C. H. Rollins & Co., 228 Main Street, Ward Bros., 125 Main Street, Depot News Stand.

Circulation Guarantee. This certifies that the circulation of the KEOKUK DAILY GATE CITY has been audited and is guaranteed by the Auditor's Certified Circulation Blue Book.

The Association of American Advertisers (New York City) has examined and certified to the circulation of this publication. Only the figures of circulation contained in this report are guaranteed by the Association.

Keokuk, Iowa ... December 14, 1908.

Anyway, the world will know that there is such a country as Venezuela as long as Castro lives and rules.

Adjutant General Thrift has been notified that the number of persons subject to military duty in the state as shown by the returns from county auditors filed in this office is 300,548. This is a falling off of nearly 6,000 Iowa fighting men.

The war department has decided to try the plan of immunizing the soldiers of the army from typhoid by vaccination. After a study of the results of this method as used in Europe, a board of medical scientists concluded that the serum was at least harmless and might prove effective.

A Missouri judge evidently intends to give future grand juries plenty to do. He is asking all divorce applicants in his court whether or not they contemplate early remarriage. If the answer is in the affirmative he refuses the divorce. If in the negative he warns the applicants that should they marry shortly after a divorce is granted they will be indicted for perjury.

D. Ward King, the good roads expert and inventor of the King drag, says Missouri is making more progress in the matter of good road building than is Iowa. The indictment is unfortunately true. Missouri is going about the matter of road improvement more systematically and more generally than any other western state. Other commonwealths would do well to follow its examples in several important particulars.

The ministers at Boone, Iowa, are planning a series of stirring revivals to commence in that city on January 4. The preaching will be strictly a home production. The ministers of the various churches interested in the movement are to man the station for the saving of souls. The idea is commended as a proper one by the Waterloo Reporter, which holds that the ministers of any city like Boone are surely equal to the demands of such a campaign, and in this direction, as well as in all other desirable ones, a better impression will prevail and more substantial results will follow by giving support to the "home industry."

In his annual report to congress Secretary of the Treasury Cortelyou shows that the largest factor in the \$58,000,000 deficit at the end of the fiscal year was a falling off of \$42,000,000 in customs. A deficit of \$114,000,000 for the current year is estimated and he advises the tariff revisers to proceed with great caution and the legislators to have regard for economy if the government is to avoid still larger deficit in the following years. To relieve the gold-moving strain he suggests the possibility of getting the leading nations to agree to the issuance of an international gold certificate.

"Billy" Sunday is making good his threat to turn Ottumwa upside down. As a sequel to Mr. Sunday's refusal to accept the offer of \$1,000 for his services there, donating the remainder of the free-will offering to the poor, Rev. Mr. Sunday and Mayor Phillips had a wordy combat on the streets Saturday morning, surrounded by a crowd of several hundred. One of the signers of the \$1,000 proposition was Henry Phillips, president of the Box Car Leader company. As soon as the fact

became known T. D. Foster, president of the Morrell Packing company, offered for sale his stock in the Box Car Leader company, saying he would not be associated in business with an "enemy of Jesus Christ." How much the town will gain by the "stirring" process of which these things are the result remains to be seen.

The report of the special grand jury at Chicago contains eighty-one indictments against various political leaders for frauds perpetrated during the last primary elections in that city. The investigation brought out the most disgraceful condition of affairs, showing that the dead and insane had been voted by gangs of repeaters, who were in the confidence of the poll judges, and that every form of election fraud conceivable had been employed. The grand jury expressed the doubt that an honest election had been held in Chicago for years. The police had given the investigators no help.

NOT A SQUARE DEAL.

The treatment accorded Aldermen Talbot and Hickey by the city council at its latest regular meeting was not at all in line with the "square deal" about which we hear so much nowadays and which we are all supposed to exemplify in our daily lives. The equities of the case are plain and can be stated in a few words. At a meeting of the committee of the whole council it was agreed that the mayor should appoint two aldermen to accompany him as delegates to the national waterways convention at Washington. It was also agreed that the necessary expenses of such delegates should be paid out of the city treasury and that the committee of the whole, consisting of all the members of the council, would so report to the city council at the next regular meeting of that body. Ordinarily a vote of the committee of the whole council is equivalent to a vote of the council, as the membership of both bodies is the same. Particularly is this accepted as true if the vote of the committee of the whole is of the nature of a pledge. There is opportunity for objections, and if none are offered, or if any are offered and are subsequently disposed of by vote of the committee, the committee stands pledged to make its resolution good.

With this understanding Aldermen Hickey and Talbot were appointed as delegates at the city's expense. By the time the city council met in regular session they were in Washington in such capacity. Instead of promptly ratifying the action of the committee of the whole, the aldermen present rejected the recommendations of the committee and voted to notify Aldermen Hickey and Talbot that they would have to bear their own expenses. Had this action been taken before these gentlemen left the city and entered upon their duties the case would not have been so bad. They could then have avoided any personal expense to themselves if they so desired. But they were permitted to depart, relying upon the good faith of the council, and then, when they had no opportunity for choice in the matter, after they had been put to considerable expense for railroad fare and other expenses they were coolly informed by wire that the council had repudiated the agreement it had previously entered into with them. Such treatment was not simply unfair. It was scurvy and disgraceful and unworthy any official body public or private.

The Gate City holds no brief for either Alderman Talbot or Alderman Hickey. It has had no word with either, directly or indirectly, on the subject. They are presumably able to speak for themselves if speech on behalf of either personally is needed or desired. But this paper does speak, and has a right to speak, on behalf of Keokuk whose faith has been impeached and whose good name has been smirched by a majority of the members of the city council present at its meeting on the first Monday of the present month. Possibly it was a mistake to send delegates to the Washington waterways convention at public expense. More than likely it was. This matter of taking money from the city treasury and turning it over to city officials to be expended in junketing has become a great abuse of late. There has been more of this sort of thing during the past two or three years than ever before in the history of the municipality in twice the same length of time. It is an abuse that ought to be stopped, and that will be stopped, but this does not excuse the action of the council in repudiating the vote of its members in committee of the whole. The proper time to have remedied the matter was when the appointment of delegates at public expense was broached in committee of the whole. It was cowardly and mean to wait until the delegates were in Washington and then repudiate them. Perhaps the less said about the motive which prompted the adverse vote of the council the better. It is commonly understood that personal envy was a large factor. If not the only one. So far as has been learned there was no pretense that regard for the city treasury and the inviolability of its funds out any figure in the matter. If this be true, the action of the council is all the more unworthy of men chosen to represent Keokuk in an official capacity and to exemplify its spirit in a public way. Such littleness and double-dealing is diametrically opposed to the "Keokuk idea," of which all Keokuk is proud.

THE POSTAL SYSTEM IN ITS RELATION TO TRANSPORTATION

Interesting and Instructive Paper Read by Miss Anna J. Gage Before the Local Chapter D. A. R., December 12, 1908.

It always seems as if every subject that falls to my lot to write upon is endless and this is the worst of them all. I hardly know where to begin and fear I shall be like so many others—not know when to stop. There is one person who has learned a heap in the preparation of this paper and that one is the writer.

First System of Posts.

In II Chronicles 30:6 we read that "the posts went with the letters from the king and his princes throughout all Israel and Judah." We do not know how early a regular system of posts was established. It was very simple at the first, the messengers, swift of foot, bearing the commands of the sovereign to distant parts of his dominion, the people having no share in this privilege.

The Ocean Postal Service.

But do not think I am going to take you back with me to the eighth century, B. C., but I refer to this incident to show that the transportation of the mails is not new. I will ask you to go no farther back than the beginning of the seventeenth century. About that time colonies were leaving the old world for the new and settling all along the coast from Massachusetts to Florida. In the very early days the colonies were distinct and separate and had little or no communication with each other, but it was necessary for the mother country to keep in touch with the infant colonies and it was very desirable that the colonists should be able to communicate with those they had left behind. So I will speak very briefly of the Ocean Postal Service. In the early part of the seventeenth century there was no officially recognized system. The government had persons specially appointed to carry state letters and see that they were delivered to the proper ones. Any vessel carried the mail for private individuals and when a ship arrived in port there was always a crowd at the wharf to welcome it. As soon as a little system was applied to the proceeding letters relating to the ship's cargo were delivered to the merchants first, after which the general correspondence was distributed to the impatient crowd.

In 1639 the general court of the colony of Massachusetts ordered that the house of Richard Fairbanks should be the place for the receiving of all letters from beyond the sea. This is the first notice of any act of the government on the subject in America. Mr. Fairbanks was allowed a penny for the delivery of each letter and was made answerable for negligence. Previous to that time when a ship landed it was customary for families to send some one on board to receive their letters.

Coffee-House Delivery.

What was called the coffee-house delivery of letters was probably the most unique feature connected with the early postal service. Letters not delivered from ship board were spread out on a table at the nearest coffee house, put into a box, or stuck behind strips of tape that were drawn tightly over a good sized board covered with green baize. There they remained until called for. It was often weeks before all letters reached their owners. When a person from the country came to the coffee-house for mail he would carry out all letters for his locality and deliver them himself or leave them with the minister or at an inn. Hence the custom grew up of depositing at the coffee-house letters written in the town to a place in the interior, letters brought from the country and directed to an inhabitant of the town and even mail to be carried across the sea. Thus a rude postal system grew up and long after the establishment of postoffices this neighborhood method continued to be the main dependence of the people for the transportation of letters for short distances. In Virginia the first law on this subject was passed in 1657. It required each planter, on pain of forfeiture of one hoghead of tobacco, to convey letters as they arrived to the next plantation and so on thus compelling neighborliness.

First Registry System.

In 1657 a law was passed forbidding any person going on board a newly-arrived ship until the letters had been delivered to the Honorable General of the colony. This order had been issued because so many mistakes in the delivery of letters had been made. The letters were not to be given to the general public until a proper list of them had been made. In 1659 there was much complaint made that outgoing letters were lost through carelessness, so another law was passed forbidding shippers, sailors or passengers taking with them any private letters. This order read: "In order that letters may accordingly be conveyed more certainly and better a box is appropriated at the office of the Secretary of the Director General in which letters are to be deposited and if any one requires a receipt for his letter it shall be given him by one of the clerks and the letter recorded on the list on condition of paying three stivers in wampum

thereof." The introduction of the collection box and registry system seems to have been first used at this very early day in connection with the ocean postal service.

First Parliamentary Act.

The first parliamentary act for the establishment of a postoffice in the Colonies was passed in 1692, and the royal patent was granted to Thomas Male. He was to transport letters and packets at such rates as the planters should agree to give. In 1710 parliament extended the English postal system to the colonies, the chief office being in New York, to which letters were conveyed by regular packets across the Atlantic. A line of postoffices was soon established from Portsmouth, N. H., to Williamsburg, Va. The post left for the south as often as letters enough were deposited to pay the expenses. The riders were fixed and post rates had certain privileges. Not much was done towards the development of an efficient system until Franklin was made department postmaster general in 1753, and at that time the posts still began at Portsmouth and went no farther south than Charleston, and for many years there the country. He gave the position of postmaster of Philadelphia first to his son, then to a relative of his wife and afterwards to one of his brothers. Like Grant he believed in giving the plums to relatives.

Improvements by Franklin.

Some of the improvements introduced into the colonial postoffice by Franklin have remained part of the postal system to this day. When he became postmaster general it was the custom to carry newspapers free, but he made them a source of revenue, each subscriber paying a certain amount above the subscription price as postage. He first advertised in the paper the lists of letters remaining in the postoffice. He established the penny post, quickened the pace of post riders, increased their number and improved the post roads. Franklin was deprived of his office by the English government in 1774, but in less than eighteen months he was appointed postmaster general. One of his first acts was to give the position of deputy to his son-in-law—still looking out for his family.

In 1760 he startled the people by running a mail wagon from Philadelphia to Boston, leaving each place Monday and arriving on Saturday evening.

Development of Post Roads.

The saying, "Westward the star of Empire takes its flight" was as true in the early days of our country as it ever has been. The burning question was, "How shall we get to the interior and when we do get there how shall we keep in touch with those we have left behind?" Where the buffalo roamed his path formed the basis of many of the Indian trails. Following the Indian came the trader, but he made little impression on the condition of the wilderness. Soon the hardy frontiersman with his ax and rifle came along the trail and made for himself a home. The trail is widened by the ax of the next comer, the farmer, who builds for himself and family a permanent home and soon a settlement springs into existence. For the recommendation of themselves and travellers a rope ferry or floating bridge is built across the streams; but these crude roads will not long suffice for the increased travel, so government steps in and begins road building in a systematic way. Power was given to congress by the constitution:

- 1st. To establish postoffices and post roads. 2nd. To raise and support armies. 3rd. To regulate commerce.

Post roads must be good roads in order that the mails could be carried safely and rapidly. There must be good roads to enable armies to go from one part of the country to another, hence road building was begun on an immense scale. The very first line of posts extended from Maine to Georgia with spurs to the most important of the interior towns. In many cases the mail contractor could use existing roads, but often new ones had to be opened. The road laws of the colonies were copies of those in England. One law compelled the widening of all roads to prevent robberies. Later a demand for still better roads was made and each year every parishioner had to labor four days to keep the roads in repair. The necessity for good roads between the villages in New England and the middle colonies was much greater than in the sparsely settled southern colonies. Before the close of the 18th century there were fifty turnpike companies in Connecticut alone, owning 770 miles of road. Companies had been chartered to build over 8,000 miles of turnpikes and there was a continuous line of good roads from Boston to Philadelphia, while many lines were planned for the interior. The Cumberland Road, one of the most extensive, was to go from Cumberland to Jefferson City, Mo. It was com-

menced in 1812 and completed as far as Vandalia, Ill., in 1840, passing through Wheeling, Columbus, O., Indianapolis and Terre Haute. For this road congress granted sixty distinct appropriations. In constructing the road the trees were removed from a space sixty feet in width and in the middle a strip thirty feet wide was entirely cleared and leveled. In the middle of this thirty feet another strip twenty feet wide was covered with crushed stone eighteen inches in the center, sloping to twelve inches at the sides. The pieces of stone were to be small enough to pass through a ring seven inches in diameter for the bottom layers and three inches for the top dressing. A practice had grown up of allowing U. S. soldiers to work on public roads which added fifteen cents and an extra gill of whiskey to his daily pay. Canals were also dug connecting the different waterways. Just when the canals and fine turnpikes had reached their highest point of popularity, their rival, and ultimately their deadly foe, appeared.

The Railroad Appears.

At the inauguration of Jackson a model of a newly invented railroad car was shown in which eight persons were drawn by a thread of common sewing cotton. In his first book of History Peter Parley said: "But the most curious thing at Baltimore is the railroad. I must tell you that there is a great trade between Baltimore and the states west of the Allegheny mountains. Now in order to carry on all this business the more easily, the people are building what they call a railroad. This consists of iron bars laid along the ground and made fast so that carriages with small wheels may run along them easily. In this way each horse will be able to draw as much as ten horses on a common road. A part of this railroad is already done and if you choose to take a ride upon it you may do so. You will mount a carriage something like a stage and then you will be drawn along by two horses at the rate of twelve miles an hour." Soon the steam locomotive replaced the horses. The eccentric Davy Crockett thus described his experience on the railroad: "This was a clean new sight to me. About a dozen big stages hung onto one machine. After a good deal of fuss we all got seated and moved slowly off, the engine wheezing as if she had tizzick. By and by she began to take short breaths, and away we went with a blue streak after us." The whole distance is seventeen miles and it was run in fifty-five minutes. In 1834 the building of railroad had so far progressed that the postmaster general recommended that the mails be transported on the railroad then being constructed. But only a year later we find the contract for carrying the mails between New York and Philadelphia given to the stage coach line because the railroad company protested that the schedule time required—thirteen miles an hour—was too fast.

By Stage Over the Plains.

In 1848, when so many of the people of the country were suddenly stricken with the "gold fever" and the rush to the far west was so great, the question of transportation of the mails was a very vital one. There was much excitement and danger connected with the enterprise, as the western country was full of Indians. The long trains of the emigrants were not so often molested as the smaller ones of the mail service. The men having charge of the mail were daring frontiersmen and always went armed to the teeth. The Indians often appeared in considerable numbers, but they had men of nerve to deal with, who were well supplied with tactics and were well supplied with arms and ammunition. The Indians called the long range guns "shoot-em-furs," while small arms they designated as "shoot-em-shorts." If they did not succeed in capturing the mail stage, or rather the provisions and horses, which were really what they wanted, they would do some act of mischief along the route calculated to annoy and harass the travelers. They would throw dead skunks into the water at the springs where the stage would have to stop to obtain a fresh supply. Once they shot red-hot metal arrows into the hay covering the stables, for the purpose of setting them on fire. During one fight with the mail agents they riddled the water keg of their opponents with bullets, and on another occasion they threw in a well, for the purpose of poisoning the water, the bodies of those they had killed.

In 1851 there was a monthly mail between Sacramento and Salt Lake City, a distance of 750 miles, the mail bags being carried on the backs of mules. It was quite customary to send letters through the express companies, several of which were started in 1849, among them being the Wells, Fargo & Co., and the Adams express. The California legislature in 1855 paid to the express companies \$24,000 in postage and only \$2,076 to the post-office.

The Pony Express.

The idea of carrying the mail by the pony express grew out of this express business. At first the relay stations

were twenty-five miles apart. Each rider was required to make three but he had the option of doing double duty. The keepers of the stations had the ponies ready saddled and bridled, the rider merely jumping from the back of one to the back of another. Where the rider was changed his pouch was unbuckled and handed to his already mounted successor who started at a gallop as soon as his hand clutched the bag. The weight of the mail was limited to ten or twelve pounds and five dollars was charged for each letter. Newspapers sometimes printed an edition on tissue paper to save expense in transportation. The first pony express from the east carried eight letters. The enterprise did not pay the proprietors, but they claimed that it proved the feasibility of a railroad route across the continent. In 1851 an overland mail route was established from the Missouri river to San Francisco. The company started a farm at Ruby Valley, Nevada, the first experiment in farming in that state. The schedule time was twenty days. The company was also required to run a pony express semi-monthly, the schedule time being ten days. These pony riders made excellent time on their perilous journeys which were always liable to be interrupted by attacks from the Indians and were often rendered very disagreeable by drizzling rains or scorching heat. But the riders, who were used to the country,

Railway Mail Service.

The sequel of the overland mail service is quickly told. As fast as railroads were built they were utilized by the government in the transportation of the mails until now we have a railway mail service which in point of equipment and the promptness and efficiency of its work cannot be equalled in any part of the world.

From the pony express the overland service has grown until there are now, in 1898, thirty-five years after the pony express was started, eleven divisions with a superintendent in charge of each, giving employment to over 7,000 clerks.

—Shop early and shop often.

Christmas Money. This sounds good, and a great deal of money will be paid out for gifts, but it will not be wise to spend all you have for toys and trifles. Save some for another Christmas or for other things and deposit it in The Keokuk Savings Bank. Add to it from time to time and you will have a fund to draw on when you really need money in an emergency or otherwise.

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IT WILL BE UNLAWFUL. After January 1st, '09, to sell butter in the City of Chicago unless made from milk or cream from non-tuberculous cows; or unless made from pasteurized milk or cream. Keokuk makes no such restrictions, but does the butter you eat comply with either provision? POND LILY CREAMERY. MADE IN KEOKUK FROM PASTEURIZED CREAM.

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