

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

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Keokuk, Iowa May 18, 1909.

THOUGHT FOR THE DAY. Knowledge is now no more a fountain sealed;

Drink deep, until the habits of the slave, The sins of emptiness, gossip and spite And slander, die.

—Elizabeth B. Browning.

A correspondent wants to know if a blind tiger can change its stripes or a dark brown taste its hue.

The proposition to nominate Roosevelt for mayor of New York is endorsed by the Topeka Capital as all right, but that paper has noticed that after a man has led an orchestra he seldom takes a job playing the piano.

A "rat" in a Michigan woman's hair saved her life. It is a question, though, if this warrants women generally in wearing such contraptions on their heads.

The esteemed Springfield Register, which is nothing if not orthodox religiously, though hopelessly heterodox politically, holds that when preachers undertake to preach on the "unknowable," "transcendent altruism," the "occult" and themes of a like character, and neglect the "unsearchable riches of the gospel," the man who does not want to go to church anyhow, has an extr. inducement to stay at home.

Figures compiled by the United States engineer's office at Rock Island disclose the fact that during 1908 traffic on the upper Mississippi from St. Paul to the mouth of the Missouri amounted in value to \$33,295,531.

Of the grand total \$26,563,875 was purely mercantile, the remainder being logs, rafted lumber and government supplies.

Almost 1,500,000 tons of miscellaneous freight was handled for the merchants along the great waterway.

One steamboat company alone (the Diamond Jo) did a business of \$2,633,700 exclusive of the large capital involved in handling 28,798 passengers.

These figures are both trustworthy and illuminating. They show that there is still a transportation industry worthy of consideration even on the upper reaches of the great river in its present unimproved condition.

With a six foot channel the volume of traffic would be multiplied many times.

RURAL FREE DELIVERY SERVICE.

In some way or other the report gained circulation and credence that the postoffice department would require rural route patrons to buy in the aggregate fifty cents' worth of stamps a day in order to have their route continued.

Postmaster General Hitchcock has taken notice of the report to say that no such order has been issued, nor have any instructions or statements been given out by the department that could be construed into such a ruling.

It is believed that this report in regard to purchase of stamps by rural route patrons may have grown out of a recent action of the postoffice department in regard to a rural route that had not been patronized sufficiently.

The postmaster, as is usual in such cases, was advised that unless the patronage on the route increased and there was more extended use of the mails by the patrons the route would be put on a tri-weekly basis or discontinued, but the department issued no order in regard to the amount of stamps to be purchased by rural route patrons.

Postmaster General Hitchcock suggests that it is barely possible that the erroneous statement may have originated in this way: Owing to hardships and delays to rural carriers occasioned by patrons placing loose coin in mail boxes for postage when desiring to dispatch mail, postmasters are directed by the department to urge upon patrons the desirability of providing a supply of stamps in advance of their needs.

But there is nothing contained in these directions to warrant the statement that patrons must buy an aggregate of 50 cents' worth of stamps a day to secure a continuance of their route.

Speaking of the rural free delivery service, it is of interest to note that there are now in operation in the

United States 40,525 rural mail routes, served by 40,392 carriers. Of these routes 633 have tri-weekly service. Up to May 1 the postoffice department had received a total of 59,522 petitions for rural service, upon 16,755 of which adverse reports were made.

Of the 1,590 petitions now pending, 119 have been assigned for establishment June 1, one for June 16 and 116 for July 1, leaving 1,354 unacted upon as yet.

"FIGHTING BOB'S" LECTURE.

Robley Dunglison Evans, retired rear-admiral of Uncle Sam's navy, best known of America's naval officers either retired or now in active service, sat in a big arm chair on the stage at the Burtis opera house in Davenport last Friday night and once more made that memorable cruise from Hampton Roads to San Francisco in command of the U. S. Atlantic fleet.

The admiral proved himself a lecturer of rare worth. His recollection of the incidents which occurred during the voyage around the Horn was as clear as though they had happened only yesterday.

Two brief hours and the lecture was concluded. The audience, while small, was one of the most appreciative which ever gathered in the tri-cities. It gave the retired admiral an ovation as he entered the opera house.

It applauded him frequently following displays of rare wit or remarks which stirred within one the burning flame of patriotism for one's country, one's flag, one's navy upon the high seas.

After relating that wonderful story of the more wonderful trip made by sixteen powerful battleships "Fighting Bob" was not backward in giving some advice to those who at present command Uncle Sam's fleets.

The Rock Island Union, which prints a readable synopsis of his remarks, quotes him as saying in this connection:

"Living up in the stars is all very nice," said Evans, in referring to the argument now being made by some 'well intentioned' people to the effect that the U. S. should take the initial steps in the universal peace program of disarmament, 'but the thing for us to do is to stay with our feet in the grass. What we must do is keep peace if we have to fight for it!'

"You need more ships," said the admiral and as he said it his eyes lit up with a light which surely comes only after one has been in command of the greatest of the world's great battlefleet fleets during a cruise which made nations stare and, after the first glance, return to their firesides and 'keep the peace.'

There was both praise and censure in the admiral's lecture as outlined in the published report. In referring to certain moves made by congress "in its wisdom" he made resort to sarcasm which was not lost on his audience.

Evans' remarks showed plainly that in his mind "the man behind the guns" is many times hindered, handicapped by the man many miles from the field of action but who is continually placing his "finger in the pie."

Fighting Bob, the hero-worshiped and hero-worshiper, could not say too much for Uncle Sam's navy and the men of which it is composed. The report in the Union goes on to say:

"There is just one soft spot," he said and as he did so raised his left hand and motioned as though he were outlining the needs of the navy to the President of the United States, 'there is not navy enough. You cannot defend your Pacific coast with a feet basis in the Atlantic. Two fleets are needed.'

"No disarmament is wanted. The millennium is not within telegraph distance as yet. And before it does come to sight there will be a good many hard knocks. What you want to do is be ready. Unless a navy is ready to defend the country at a moment's notice it is of no value."

Admiral Evans praised the stalwart men who have left the plowshares of the middle west at various times and gone aboard the battleships of Uncle Sam as "greenhorns" only to prove the "best sailors ever" after a little training on the high seas.

He told of the effort the Atlantic fleet made to make the Jamestown exposition a success and described that effort as "the toughest job ever." In speaking of the orders received from President Roosevelt regarding the cruise around the Horn he stated that the President said the cruise was to be a cruise of peace.

"That is," said Evans "we are going to go with peace in mind but if anybody wanted to have trouble they would have to take the consequences. There were sixteen battleships to be taken fourteen hundred miles, some had no guns, they had never been together. It seemed an impossible task." After the exposition ended and before starting on its long journey around the world the fleet had practice as in time of war. Of this experience the admiral said:

"A lot of shore station officers came out and they brought rules and umpires and judges. They would place one ship at a distance and 'play war.' When they would signal that ship would have to haul down her flag as a sign of defeat. If you had been within a half mile of that ship as she hauled down her flag you would have heard some beautiful English—North American English. The men said they hadn't been fired on, they hadn't been defeated so why should they haul down their flag?"

When the fleet was about ready to start on its long cruise the navy department issued an order that was a heart-breaker. The order stated that all the men whose time expired before a certain time must go ashore. This number included the best men. Their places were filled with recruits from the training stations. The admiral told his auditors that what they didn't know about battleships was startling.

In the course of his remarks the speaker took occasion to say that,

while it is not fashionable to praise the people who prepare canned foods and are called "the horrible corporations," the beef and pork which the "horrible corporations" furnished Uncle Sam's sailors at that time was good. "They gave good stores," he said, "and though the goods were taken aboard at Hampton Roads, the last ration, eaten at San Francisco was as good as the first eaten before we reached Trinidad."

Although "Fighting Bob" had a little fun at President Roosevelt's expense, his remarks showed that as a President he thinks Roosevelt was all right. The admiral admitted, however, that he was glad when the final adieu had been said and when, after twenty-one guns had been fired as a salute to the President, he found himself alone with the fleet of which he was the commander-in-chief "free from all Presidents, from all expositions, free to make the cruise unimpeded, on the broad ocean where we belonged."

When the fleet reached Los Angeles Evans said that all felt that they were back in God's country again. The unique welcome given the fleet at Los Angeles was of a character never attempted in the past and perhaps never to be rivaled in the future, according to Admiral Evans. At last the Golden Gate was reached and his part of the trip with the fleet was ended.

As they passed through the streets of San Francisco the cheering was so long and loud that he thought his ear drums would burst. The people felt for the first time that they were a part of the United States.

Large enough to have some of the problems of the great centers, small enough to be like many other towns, the success with its "Des Moines plan" is of great value to other places.

Des Moines has taken the Galveston idea of a board of five municipal directors, franchisees, a recall for unsatisfactory commissioners, a city civil service and a non-partisan primary and election. This combination makes a remarkably strong scheme of government in the opinion of most of those interviewed, and it is worth while to inquire how it was initiated, and to examine its results.

The "Des Moines Plan" was the result of a natural development, not of a crisis, as at Galveston, and no unusual burst of public spirit can be said to be responsible for its adoption or success.

In 1905 the feeling that Des Moines might improve her government was augmented by reports from citizens who had visited Galveston, notably James G. Berryhill, an attorney, and who spoke highly of conditions there.

Bill into Legislature. A public meeting and general discussion led to the introduction into the Iowa legislature in 1906 of a bill to allow cities of more than 25,000 to adopt commission government.

The measure failed to pass, but in November of that year the Greater Des Moines club took up the plan; letters in newspapers and general discussion led to a great public debate on January 31, 1907, at which both the Galveston and the Indianapolis system, of a powerful mayor and a large council, were presented.

The meeting decided overwhelmingly in favor of the former plan, and a committee appointed to draft a bill succeeded so well that it passed both houses, and was signed by the governor on March 29, 1907. It took a year longer, however, to get a suit brought before the state supreme court to test the constitutionality of the law, to hold a primary and an election, and to start the wheels running.

A great number of candidates appeared at the primary and at the election a mixed ticket was chosen.

Under the Des Moines plan the names of candidates are arranged alphabetically at the primary; the names of the ten men having the highest number of votes at the primary are placed upon the election ballot, also alphabetically, and the five receiving the greatest number of votes at the election are declared commissioners.

There are no party names on the ticket; it is not possible to put a cross in a square at the top of a column and vote for all the men. So the voter must know each man for whom he votes, and since he only has to vote for five, his choice is comparatively easy and intelligent. The five men elected appoint all the other municipal officers; the voter selects only the five.

Nonpartisan Election. The nonpartisan primary and election is regarded as putting a premium on intelligence, and at the same time greatly simplifying elections; it is also said to have practically abolished partisan politics in the city.

The outcome of the election was to place in power a former police judge, two union labor men, a former mayor and a former city assessor, a board not particularly in favor of the new plan. These men began their duties in April, 1908, and have just completed their first year. What are the results?

In the character of the work done by officials and employees, one item which affords fair comparison, there has been a marked change. Where formerly men were retained on account of their "influence" with the council, they are now subject to discharge by the foreman for incompetency or drunkenness. The chief clerk of the department of streets and public improvements states that in the old days it took, in one case, three men a day and a half to lower the level of a catch basin, a job now of a few hours. Recently the foreman in charge of a sewer repair gang was dismissed because the work of his gang was costing too much, a thing unheard of before. It is the general verdict that more work is done and with a better spirit on the part of both the heads of departments and the employees, than ever before in the history of the city.

Better Public Work. In comparative cost of paving, grading, laying of sewers and construction of bridges, it is not possible to make any study that would be of value,

National View of the Commission Plan

(This is the fourth of a series of articles by a government official dealing with the developments of the commission form of government in various cities of the west and south. These articles are being written especially for the Times, apropos of the present discussion as to the best form of government for the District of Columbia.—Washington, D. C., Times.

Des Moines has, in some respects, the most remarkable and successful government of any city its size in the United States. With a population of a little less than 100,000, with farming and some manufacturing as basic industries, the capital of Iowa presents a case of a municipality which may be called fairly typical American.

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since varying conditions in materials, labor, length of haul, character of soil, and the like makes it out of the question to find jobs of similar size and kind to compare. Careful examination of detailed statements for paving and other work in different ways showed this method to be worthless. Only in the case of cleaning catch basins and in street lighting were conditions sufficiently alike to compare the cost in the year preceding April, 1908, with the year following. In the former case each catch basin cost \$1.40 to clean each time; in the latter, \$1.12.

In street lighting a detailed statement shows the large saving of \$10,322.60 in one year, besides the cancellation of a claim of the electric company for \$4,500. The present rate for arc lights is \$65 per year; it was \$95 per year before April, 1908. In addition 603 lamps formerly on moon-light schedule now burn all night and every night, 4,000 hours per year, a gain of 1,818 hours per lamp per year.

On the financial side the showing is also decided, and so far as can be ascertained, it is not merely a showing, but a fact. Modern bookkeeping methods are used, the reports of the various departments are carefully checked over and all moneys strictly accounted for. Under former methods a police justice failed to turn over several thousands of dollars of fees due to the city until a careful inspection revealed the discrepancy, and then there was no way of telling whether all the fees were turned over, since the justice, in many cases, had given no receipt to those who paid the fees.

Good Business Methods. Money was also allowed to remain a long time in the hands of the county officer before being paid over to the city; it is now secured promptly. Bills are paid with dispatch. The administration which went out in April, 1908, left \$180,000 of outstanding judgments and other claims. This amount the new government took up by issuing bonds and with a cleared field went forward to meet current expenses. A statement by the city auditor, John W. Hawk, shows that on March 31, 1909, the end of the first fiscal year of the commission, the city not only did not have any outstanding judgments against it, but had \$49,472.74 more in its working funds than on the same date the year before. From the most conservative viewpoint the new government has saved at least \$50,000 (approximately) at the same time that it has done more work than ever before in a single year.

The evidence of citizens as to the work accomplished is most convincing. Said J. E. Tone of Tone Bros., incorporated, wholesale coffee and spices: "The streets and alleys are cleaner under the new plan; one or two jobs of bad paving were not accepted; sidewalks are being laid of uniform width and material—cement with an iron strip for edging. Police regulations are better enforced; saloons are about the same as usual, but slot machines have been suppressed and the red light district broken up, its denizens being mainly driven out of the city, not scattered. The fire department, usually efficient, is even more so under present conditions, and both policemen and firemen present a neater appearance."

Improvement All Around. H. T. Blackburn, cashier of the Iowa National bank, corroborated this opinion, declared the plan had worked well, and that merchants favored it as a great improvement over the old government. He, too, emphasized the better condition of the streets and added: "There is a clear cut division of the municipal work and officials take an interest in their duties." F. J. Camp, secretary and manager of the Brown-Hurley Hardware company, spoke strongly of the value of better street conditions in the business section. "The new method," he said, "makes it possible to locate responsibility at the city hall for any act or failure of the city government, and there is every reason to believe that the plan will be continued."

A large property owner pointed out the superiority of this new system over the old. "Formerly," he said, "it was frequently impossible to find any one at the city hall; the council, being practically unpaid, gave little or no time to the city's business, meeting nights after their own business was finished. Men should be paid to devote their whole time to the work of the city; this brings responsibility and gives good results."

Editor William Hale of the Des Moines News, and Professor McNaull of Des Moines college spoke enthusiastically of the improvement the methods have brought about. Isaac Friedlich, a large retail clothing merchant, spoke warmly of the good effects of having paid commissioners in the increased promptness of attention to business and the general improvement, and T. J. Williams of the Williams Buggy company called attention to the fact that some of the commissioners had held office under the old government, and pointed out that now the same men are enabled to do better work.

Worth Considering. A moment's consideration of the

Flour Talks # 11

You have said to yourself sometimes that your bread doesn't turn out quite as nice as you would like to have it. Not that you ever have such bad luck you have to throw the batch away. Not that bad, but not quite right.

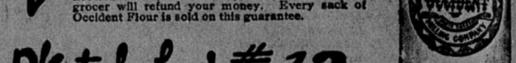
And you have wondered what you could do to make it better. Well, other conditions may affect your baking in some degree, but the big essential fact remains; your bread can't be any better than the flour it is made of.

The selection of your flour is worthy all the intelligent care you can devote to it. There are many kinds of flour with which you can make fairly good bread part of the time. There is one flour with which you can make the very best bread at every baking. This is Occident Flour. We want you to find out for yourself this is true.

You may say, "Oh, any flour can claim superiority." That's so. We do not claim superiority. We prove it. We guarantee it. If you will try Occident Flour and do not find it always satisfactory, always the best, your grocer will refund your money. Every sack of Occident Flour is sold on this guarantee.

Watch for # 12

Sold by all Grocers John Finnigan's Sons, Keokuk, Iowa. Wholesale Distributors



Are showing an exceedingly fine line of Bracelets in all designs, from \$1 to \$30 each

T. R. J. Ayres & Sons. 509 and 511 Main St. Keokuk, Iowa

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Corner of 6th and Main Sts. believing its methods and facilities will meet the requirements of the most exacting, offers its service.

CAPITAL, \$100,000.00. SURPLUS, \$200,000.00.

DIRECTORS: William Logan, Geo. E. Rix, J. F. Kiedalsch, Sr., H. O. Whitney, Wells M. Irwin, D. J. Ayres, Jas. Cameron, C. A. McNamara, Jas. W. Hulskamp

The Keokuk Savings Bank

A. E. JOHNSTONE, Pres. H. L. CONNABLE, V. Pres. F. W. DAVIS, Cash. H. W. WOOD, Ass't. Cash.

CAPITAL AND SURPLUS \$200,000.00. Confidently believes it can meet every requirement of discriminating depositors.

KEOKUK NATIONAL BANK

Affords every facility for doing your banking business that any bank can

3 PERCENT INTEREST ON TIME AND SAVINGS DEPOSITS

Cook With Gas

personnel of the commission is worth while. In view of the wide publicity given to the Des Moines plan, inquiry naturally arises as to the men chosen to carry it out. Are they representative citizens? Do they all come from the same ward? In short, what are their characters?

In the first place it should be noted that Des Moines retains the old name, "city council," to designate its new commission of five. The mayor-commissioner, who has charge of the department of public affairs and general supervision of the needs of the city is A. J. Mathis, a former police judge and a Democrat, who was not particularly favorable to the new plan at the outset. The superintendent of accounts and finances is Charles W. Schramm, previously city assessor. In his department John W. Hawk, the auditor, was assistant auditor for

many years and is an experienced man. John MacVicar, mayor twice before is now head of the department of streets and public improvements. He has been secretary for several years of the League of American Municipalities, and has taken a great interest in city affairs. Albert C. Frisk, chief clerk in this department, occupied similar position for several years. John L. Hamery, in charge of the department of public safety, is a union labor man, a journeyman painter by trade. He was alderman in 1907 and has made a record in police matters cleaning up the city with energy and decision. J. W. Ash, at the head of parks and public property, used to be a coal miner and was a deputy sheriff for

(Continued on page 6.)