

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

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Keokuk, Iowa, June 7, 1910

Now for the returns!

Politics continues to be a great game.

Anyway, it was a very pretty fight as such things go.

Now let us have political peace until the general election next fall.

There is one specially good thing about a political campaign. It never lasts very long.

Here's hoping that in addition to Kennedy in the First, Hull will pull through in the Seventh district and Walter I. Smith in the Ninth.

The St. Louis Globe-Democrat makes the safe prediction that when Iowa gets down to a thoroughly considered decision it will be Republican and not Assistant Democrat.

The results of today's voting, for the most part, will not be known before tomorrow forenoon. Wednesday's issue of The Gate City will give the first definite and reliable election returns.

What the country needs just now more than anything else is surcease from political agitation and turmoil that business may have a chance to recover and prosperity to resume sway. There has been entirely too much politics of late for the good of these United States.

There is to be an exposition this year at Knoxville, Tenn., from September 12 to October 12. The states of the south will make exhibits and a number of the cities will be represented. The railroads have promised to make a rate of one cent a mile in all territory below the Potomac and Ohio rivers and east of the Mississippi.

In one of his St. Louis speeches President Taft made the admission that he had never lived on a farm. An eastern paper declares he is to be pitied, and thus tells why.

Not to have made a start in life where the corn and cattle and sunflowers and sorrel grow and where the robins do their summering, is a great drawback and misfortune. On the farm is the real beginning of things. It is the proper starting place for a well-ordered career.

Bank exchanges last week made quite a satisfactory increase as compared with the corresponding week a year ago. Total exchanges at all the leading cities in the United States aggregated \$2,567,346, an increase of 6 per cent as compared with last year. New York City reported an increase, and outside that center were gains at almost every city, some of them being very large, notably at Philadelphia, Pittsburgh, Cleveland, Minneapolis, St. Louis, Kansas City, New Orleans and San Francisco.

INVESTMENTS IN FARM LANDS. Writing in the current number of the Review of Reviews Robert S. Lanier reviews the remarkable movement of capital into land in recent years. The revelations made by him are nothing short of remarkable. Two life insurance companies—two of many—have farm loans aggregating \$188,379,000, and the average amount of the individual loan has increased from \$1,500 in the year 1900 to \$2,300 in the year 1909. Practically all these mortgages represent money borrowed for investment in farm lands.

What is the cause of the rush for farms? An Abilene, Kan., banker answered Mr. Lanier with this succinct statement: "Dollar wheat, ten-cent hogs, and sixty-cent corn are primarily the reason for high prices of land. Nothing except national disaster can make any great slump in western land values, providing, of course, the rain continues to fall and the sun to shine." Middle western farmers own 70,000 automobiles. Kansas farmers alone spent \$3,000,000 for automobiles last year. Half of the 10,000 automobiles owned in Iowa belong to farmers. The profits to be made in farming account in considerable part for the eagerness with which farm lands are bought up.

Is there any danger from the movement? One insurance company reports that it has, in the course of its existence, bought over thirty millions of farm mortgages, or which all but \$16,787,186.33 have been paid off, and on this entire investment there has not been lost a dollar of either principal or interest and not an acre of land

acquired. One-third of its total assets go into such forms of investment. The sole fear expressed from the so-called craze is that much of the land will be suffered to lie idle. "There can be no escape," Mr. Lanier argues, "from the danger of any land speculation on a large scale which does not immediately increase production of crops in return for the money locked up." From this conclusion there will be no dissent.

THE SALT RIVER DAM.

The dam in course of construction by the government in the Salt River valley in southern Arizona, when completed, will be one of the greatest in the world. Its height above the rock is 284 feet, the length at the bottom 235 feet, and the length at the top 1080 feet. It ranges in thickness from nearly 175 feet at the bottom to sixteen feet at the top. An enormous quantity of rock has been used for filling in behind the barrier. Nearly 400,000 cubic yards of masonry has been placed in position, most of the wall resting on stones weighing as much as sixteen tons each. The nearest coal mines being 500 miles away, the engineers had to figure on obtaining power for the great work under way. The difficulty was surmounted by building a canal twenty miles long to carry the water of Salt River. This canal delivered power equal to the combined strength of 4,200 horses, and capable of supplying all the electricity they needed.

What the workers did with the aid of the electric power may be told in figures. The canal, which is distinct from the reservoir, develops a head of water that actuates waterwheels connected with electric generators. From the power station extends a transmission line. Under a head of 250 feet hydraulic jets with nozzles eleven inches in size, throwing water with the force of a five horse power engine have been used to wash away the loose formation and accumulation of dirt above the bedrock upon which the dam proper is being built. Much of the gravel thus secured has been utilized for construction material. To remove the gravel elevators have been placed in service.

The dams used for diverting the water to the power canal represent a cost of \$40,000, while the canal, including its pressure pipe and auxiliary structures represents a total of nearly \$1,000,000. A tunnel through the walls of the canyon will carry off surplus water and silt.

The engineers found a limestone formation from which cement could be made and sand and gravel to complete the concrete. A plant was built costing \$225,000, but the government saved nearly half a million dollars at that on the concrete alone.

The Roosevelt dam, when finished, will have cost the government nine and three quarter million dollars, but it will have turned a barren waste into towns and farms. The 2,000 square miles to be reclaimed will make 25,000 farms, each large enough to support at least five people, so that this work means a home land for fully 125,000 Americans. From what irrigation has done on the desert each acre, it is estimated, will yield the farmer yearly crops ranging from \$25 to \$150.

INVESTIGATE EXPRESS COMPANIES.

The demand for an inquiry into the affairs of the express companies is gathering force, and just as soon as the main problem of railway regulation is well in hand we may expect that the government will set about putting the expressmen in order. The express companies, it is generally understood, have no good excuse for being. They do nothing that the railroads could not do as well on their own account at much less expense to the public. No more reason can be given why the roads should farm out the business of handling packages than heavy freight. Eventually they may be compelled to take over this business, handle it at reasonable rates and eliminate the immense profits taken from the public and distributed among the stockholders of the express companies, who are largely the officers and directors of the railway companies who have let express contracts to the injury of their own stockholders as well as the public.

An eastern periodical has collected some interesting facts concerning the express business which it puts up to congress. It says:

"Every one within sound of their voices please join the merchants' association of the country in making clear the exact facts as to express rates. A concerted movement is under way to turn up information for the use of the interstate commerce commission. Net earnings of the companies range from 43 to 125 per cent a year on liberal capitalizations, and the service is made so costly as to be oppressive. Consider some figures: For a 100-pound package from New York to Yonkers the express company charges the shipper 50 cents. Of this the railroad gets nearly 24 cents; the company gets a little more than 26 cents, presumably for collecting and delivering the package. From New York to Buffalo the charge is \$1.25; the railroad gets 60 cents and the express company gets 65 cents for exactly the same service it rendered the shipper to Yonkers. From New York to San Francisco the rate is \$14.50, divided in this way: To the railroad, \$6.92; to the collecting and distributing company, \$7.58. One more item of express finance: From 1903 to 1907, inclusive, the Adams Express company paid dividends of 10 per cent per annum; and in June, 1907, an extra dividend of 200 per cent in bonds was paid. Wells, Fargo & Co. added, in February, 1910, an extra dividend of 300 per cent to its annual 10 per cent. Sheer envy of such prosperity should stimulate the inquirers into express company methods."

THE FUSSING OF FOSS.

Congressman Foss, who carried a Massachusetts district lately against the least popular Republican in the state, has gained the ear of congress long enough to deliver an attack on the Payne law, marked with all the inaccuracies usual with Mr. Foss when he is on his feet talking as a statesman.

But the fine thing in Mr. Foss as an assailant of the tariff, as the Buffalo News points out, is that he has always pleaded for all he could get that might aid him in building up a fortune. He says he has made money for himself out of it and thus far makes no reply to the fact that he resolutely stood for every section in every tariff bill debated in his time when it would go his business good to have it passed.

Mr. Foss is not exceptional in his wariness for his personal gain in tariff schedule making. Other men do the same thing when they can, but as the News says, few other men make a fortune out of a system which they have defended and worked for and then turn round and denounce both the system by which they have won treasure and the men who advocate continuance in such well doing. It is not much of a reply to an argument when it is called hypocritical in its maker to put it forth. The Foss habit of the day may be overlooked but the argument he makes against the Payne law is, on its merits, a feeble and rapid performance.

The law is making good as a revenue producer. It has opened the American market to foreigners as nothing else has done in half a century. But Mr. Foss knows nothing of that. He has his modest eye on the U. S. senatorship to succeed Mr. Lodge and the more sensational he can be the higher his hope of making a show as a Democrat in the Old Bay state, vain and delusive as any such hope must prove in the end to be.

THE TARIFF BOARD.

The Iron Trade Review does not think any benefit will be derived if congress appropriates any sum of money—and \$250,000 is proposed—for the tariff board to use in studying the question of the cost of articles imported in comparison with the cost of like articles of American make. It says congress has made scores of tariffs and has always been jealous of the right to make them. An outsider—even the President—may talk until they are tired and congress will ultimately act as it likes, making itself judge and jury both.

The Review holds that it is common knowledge that the chief influences in tariff making are politics and what the constituents of members think, and it feels that boards, commissions, committees, and so on, will not alter that situation. The board itself was created as a compromise between the proposal of a board with power and a board simply authorized to study and report, with or without recommendation.

NOTES AND COMMENT.

In Utah a single death may make a dozen widows.

The wife of an Atchison railroad man speaks of her menfolk who come home to dinner as "empties."

The Kewanee Star-Courier complains that it has come to the pass that you cannot let even the weather remain out all night without something happening to it.

Jacob Riis says he got his first newspaper job after he had gone without food three days. "Finest training in the world for the work," exclaims the Marshalltown Times-Republican.

In learning how to manage a flying machine the principal drawback, the Chicago Tribune points out, is that you can't rest the machine on anything solid while you are doing it.

The Burlington Hawk-Eye says that present day politics in this country appear to be little more than a ship-scuttling operation, with the g. o. p. as the ship in question, and the insurgent Republicans wielding the ax.

"Politics is just one thing after another, without being profane," says the Cedar Rapids Republican. "But by it the politicians live. They have to keep things going and stirred up, even if it interferes with the peace of mind of men who would rather attend to their own business."

"When congressmen put in their time quarreling about who rode a few miles on the President's train," says the Ottumwa Courier, "it is time for them to come home and take their places in the pink tea gossiping party. To be congressmen is too big a job for them."

One clergyman admits that no preacher can deliver a very long sermon without causing some people in the audience physical distress. A writer in the St. Louis Globe-Democrat recalls that not so many years ago a minister who did not succeed in giving some people in the audience spiritual distress was considered entirely unimpaired.

According to figures presented by the Oskaloosa Herald, there are today \$2,000,000 worth of taxable property in this state. Iowa farm lands and buildings are valued at \$1,497,000,000, equal to those of New Jersey, Connecticut, Kentucky, Kansas, Colorado and Oregon put together, or one-eleventh those of the United States. In 1908 the Iowa farmers' sur-

plus was \$440,000,000, equal to the yearly output of the gold mines of the world, plus \$40,000,000.

CANAL CURRENT YIELDS PROFIT.

Report of Illinois Sanitary District Shows Electricity Yields Balance of \$63,211.

Chicago Tribune: Profit in the Chicago sanitary district's sale of power and light current was demonstrated in a report of the electrical department made to President R. R. McCormick. After every deduction, including interest on the invested capital, there is shown a balance of \$63,211.46 on the right side of the ledger for 1909. The net earnings above running expenses were \$208,484.

From sales of current there was received \$383,564, while other items brought the gross income to \$391,936. Out of this came \$183,452 for operation and other expenses for the year, which includes an allowance of \$40,216 for depreciation. Interest on plant and equipment was specified as \$145,273.

Every month in the year except April showed a profit in the electrical department. Indicating the growth of the business of selling current for commercial power and light, the year's final month, December, brought in the largest profit, \$19,390. After the first four months there was a steady increase in net earnings and profits above fixed charges.

Chicago the Leading Patron. Chicago was the best patron of the sanitary district among the dozen public institutions listed as buyers of electricity. The city paid \$143,184 and the west parks came next with \$15,823. Morgan park paid \$4,040, smaller sums being received from Lockport, Berwyn, North Berwyn, Cicero, Lyons, and Blue Island. Lincoln park paid \$6,240, the isolation hospital \$583, and the Cook county hospital \$403.

These public institutions used 67 per cent of the current generated by the canal's flow from Lake Michigan. Of this Chicago bought 56 per cent for street lighting.

Expenditures are \$696,309. Expenditures on the plant and equipment in the year were \$696,309, which brought the total outlay under that head up to \$4,036,599.

Consumers of the district's current in 1909 numbered 811, of which municipalities were thirteen. Concerns buying electricity for commercial light numbered 695, mostly in Blue Island, Berwyn, and Lockport, while the purchasers of commercial power were 103. The department's employees numbered 265, of whom ninety-nine were used in maintaining overhead lines.

The report to President McCormick was prepared by D. M. Deininger, controller, and a certificate of its accuracy is appended by Arthur Young & Co. as certified public accountants.

Don't Become Sour.

At the beginning of the campaign it looked like Brookhart had little chance to defeat Kennedy for the congressional nomination. Rapid changes have taken place since that time—Waterloo Republican.

Important changes, too. The editor of the Republican has lost the Wapello postoffice.—Keokuk Gate City.

Burlington Hawk-Eye: One or two other instances of this character, where men who have held offices have retired in ill-humor because they were not the recipients of further favors at the hands of the party that has promoted their ambitions, are reported in this district. This human failing is not peculiar to the First district by any means; it is of too frequent occurrence and warrants a reference to it as a caution to young men entering upon a political career.

There are noted examples in American history, among whom are Daniel Webster, Henry Clay, Salmon P. Chase and Lyman Trumbull. Other men more or less prominent in public life allowed themselves to settle into an unhappy condition of mind because the party that had generously honored them did not bestow upon them additional favors. Hearts that ought to have throbbed with gratitude for past honors suffered the gnawings of disappointment, chagrin and grouching. It is a great mistake for any man to permit himself to slide down to that plane of discontent and unhappiness.

"The world likes a good loser," and with reason. He who takes a defeat as only a temporary check, or as a possible turning of his footsteps into some other path of perhaps greater usefulness and honor, wins and holds the respect and good will of his fellow citizens and is himself exalted in soul, and finds contentment and happiness where others find only acidity and misery.

If we look for examples of the true philosophy in political reverses, we find it in the calm and dignified life of Senator Harlan, after his defeat by William B. Allison for United States senator. John H. Gear lost the United States senatorship to James F. Wilson, but, undaunted in his political career, finally was United States senator after a previous service in the house. When defeated for re-election to the house by Hon. John J. Seerley in the Democratic landslide of 1890, Mr. Gear came home and cheerfully resumed a business life. He did not brood over the loss of his seat in the house, but went in and out among his fellow citizens in such good cheer that in 1892 they sent him back to congress and he was stronger and more potent than ever in national politics. As it is true Mr. Seerley to add that he took his defeat for

congress in 1892 in like commendable spirit.

The Hawk-Eye is unwilling to believe that the editor of the Wapello Republican is brooding in a spirit of revenge ever his failure to receive a re-appointment as postmaster. He is a life-long Republican, is publishing a good paper, has an inviting field and future for his work, if he rises above motives and gives the world the chance as well as the inclination to work with him for the common weal.

The Postoffice Department and the Daily Newspapers.

Quincy Journal: We had the pleasure last week, of attending the May meeting of the Illinois Daily Press Association, which was held in Peoria. At this meeting some pretty interesting questions were considered, but none more interesting or more important to the publishers of daily newspapers and to their subscribers than the second-class postage matter.

Mr. H. M. Bacon, of the postoffice department, was sent on by the department from Washington to discuss this matter with the publishers of the daily papers in Illinois, and this he did to a fare-you-well. The postoffice department could not have sent a better man for the purpose than Mr. Bacon. He was on his feet at the time the question was under discussion for three hours, and twenty-five or thirty men were shooting questions at him from all sides; but never for a moment did he lose his head; never for a moment was he disconcerted. From first to last he was cool, calm, heady, tactful and immovable.

Mr. Bacon claimed that the second-class postage rate was a good thing for the newspapers and for their bona fide subscribers; and he said that the only way that this second-class rate could be preserved for the publishers and their subscribers was for the daily newspapers to go through the cleaning up process that they are now engaged in. He said if this cleaning up were not done, that congress would abolish the second-class postal privilege altogether.

While Mr. Bacon was clear and explicit, tactful and kind, he was at the same time inexorable. He told the newspaper boys that they had to come across with the goods; that there was no way to avoid it.

Blank statements are sent out by the department to the daily newspaper publishers, and these blank statements have to be filled in and sworn to; and these statements show precisely what the condition of the mailing lists of the newspapers is. And no daily newspaper will be permitted to carry on its list any subscriber that is more than three months behind in his account.

This is a situation that no daily newspaper can dodge or evade. Every last daily in the country has got to get in line with this ruling of the department, and that's all there is to it. The daily newspaper that does not get in line will be debarred second-class postal privileges—and no newspaper can afford to pay first-class postage rates.

There is only one thing to do, and that is for the subscribers to square their accounts with the daily newspapers that they are taking. It doesn't make a bit of difference what the name of the paper is or where it is printed, it has got to enforce this ruling of the department and make a settlement with its mail subscribers.

HAMILTON, ILL.

Wednesday evening at 8 o'clock at the home of the bride, in this city, occurred the marriage of Miss Ruby West and Mr. Gillispie Smith, Rev. Mr. Hallam performing the ceremony. The wedding ceremony, which was very impressive, was witnessed only by the relatives of the contracting parties. The bride is the youngest daughter of Mrs. Emma West, and is a true type of the American girl, easy of manner, pretty and attractive. The groom is an industrious young man and has a host of friends who will congratulate him on winning so winsome a bride. Mr. and Mrs. Smith left for their new home in Moline, Thursday.

Miss Mirtle Taylor visited with home folks in LaHarpe Sunday.

Mrs. Ed. Kennedy and two children and Mrs. Lyman Hardesty and daughter of Keokuk visited their father, John Turner, Sunday.

Mrs. Frank Jackson entertained the Social Circle Wednesday evening at her home on Broadway.

Mrs. Helen Priesmann and Miss Julia Alexander moved their household goods from Keokuk to their home in this city Saturday last. We are very glad to welcome them back to Hamilton.

Mr. and Mrs. Stephen Crow visited with relatives in Wayland, Missouri, Sunday.

The choir and Sunday School of the M. E. church gave a miscellaneous shower for Miss Ruby West at the home of Dr. and Mrs. Taylor Monday evening.

Misses Blanche Weiler and Hazel Hedrick, of Toga, are visiting their aunt, Mrs. George Haneside.

Clarence Ferguson and family moved from the Sanitarium to the David Conklin property recently vacated by Mr. C. McCoy and family.

Mrs. Harriet Wood entertained her Sunday School class at her pleasant home in this city Friday afternoon. A delightful time was had by all present.

Ernest King and wife have rented the Glazebrook property and will move to same soon.

Mrs. Rhoda Ewing and Mrs. Clara

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Most people have an idea that a trip to the Pacific Coast is very expensive. This is wrong.

The Burlington Route Popular Pacific Coast Tours

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The Burlington Route Handbook "Summer Tours to the Pacific Coast"

This book will give you some idea of the grandeur of the trip and the cost; it will explain how you can go one way and return another without extra charge, thus affording an opportunity to see a great many different sections of the most interesting of all countries.

The book tells you about the scenery, points of interest, hotels and their rates and gives some idea of the Great Northwest, that wonderful and most rapidly developing and typically American portion of the continent.

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Keokuk Savings Bank

DIRECTORS: A. E. Johnstone, F. W. Davis, H. L. Connable, B. L. Auwarda, Ben B. Jewell.

Frank or Quincy are visiting friends in Hamilton and Warsaw.

George Cooper and family will move the coming week to their beautiful new home on Walnut street.

INTEREST UPON INTEREST

Charles Driscoll of Burlington spent Sunday and Monday with home folks.

T. J. Harrington and daughter, Miss Mary, drove to Keokuk Friday evening.

William Fowler of near Montrose passed through our village Tuesday, enroute to Keokuk.

Miss Lila Denmore of Sandusky made a brief call to Galland Friday morning.

Mr. and Mrs. August Bostrom and family were Keokuk callers last Tuesday.

John H. Noonan drove to Montrose Friday afternoon.

S. P. Johnson was a Keokuk business caller Tuesday.

James Harrington and T. W. Noonan spent Memorial day with home folks.

Mrs. Arthur Graham spent Friday afternoon in Montrose.

Mrs. T. W. Noonan and daughter, Emma, were among the Keokuk shoppers Friday.

Mr. and Mrs. John VanAusdall and Mr. and Mrs. Alonzo Miller enjoyed a boat ride to Sonora Thursday evening.

William Johnson went to Keokuk Friday.

Geo. Hemingway took Wm. Sholbmer of Andana, Illinois, to Montrose Friday afternoon in his automobile.

Mrs. Cheesman of Montrose spent Wednesday with Mrs. Adams.

Mrs. Mary Minter went to Keokuk Monday.

A large crowd of our young people attended the children's day exercises at Sandusky Sunday.

James Fowler of Montrose drove through town Sunday.

Mr. and Mrs. Jesse Johns of Bluff Park spent last Sunday with Mr. and Mrs. L. Hemingway.

Owen Adams, who has been working on the dredge "Etna" at Keltsburg, returned home Wednesday. He has accepted a position on the dredge "Hecla" of near Keokuk, and departed for that place Thursday morning.

The Rev. M. E. Fisher of Green, Iowa, joined his family here Monday. They have been visiting Mrs. Fisher's parents, S. G. Younk and wife, and returned home Thursday.

Floyd Jemison spent Sunday at Quincy with friends.

Mrs. F. M. Johnson was quite sick Sunday, so much so that a physician was called.

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ris, Ill. Guy was in this city Sunday morning when a legion of friends greeted him with: better come back to good old Montrose where the pumpkin vines are booming.

Mrs. Sarah Curtis of Burlington has been a guest at the residence of J. B. Kell and wife.

A car of strawberries was shipped from this depot Saturday evening to northern markets.

Clyde Buchanan, recently sold a pearl for \$100.

Mrs. Deema Scranton is sojourning at Pittsfield, Ill., with her daughter, Mrs. Frank Carrol, and family.

The strawberry harvest affords many employment in the berry fields here.

Mrs. Sarah Whittaker has been critically sick for some time. Her children have been summoned.

Mrs. Dr. Buck and Miss Grace Bowen were among the passengers on the steamer Orleans Friday morning, en route to Memphis, Tenn. After sight seeing they will return home Saturday.

The Brotherhood of St. Andrew of Keokuk held services at the St. Barnabas Episcopal church Sunday morning.

Capt. J. D. Hamilton, through invitation of the past grand master of the G. A. R., at Chicago, was in the automobile parade Memorial day in that city.

P. W. Bowen has been beautifying Banker Cook's residence with a coat of paint. Park is an artist with a paint brush.

Elder F. M. McDonald, Elmer Reed and wife of this city attended conference of the Latter Day Saints church at Fort Madison Sunday.

The sad intelligence reached here Sunday evening of the death of Miss Abbie Kennedy at Sloux City who has been ailing for several weeks. The remains will be brought to her home at this place.