

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

C. F. SKIRVIN, Manager

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Keokuk, Iowa, July 31, 1910

THERE ISN'T ANY ONE FOR ME TO PLAY WITH ANY MORE

(The last words of Mark Twain)

The glow is fading from the western sky,

And one by one my comrades, as of yore,

Have given up their play and said good-by;

There isn't anyone for me to play with any more.

Don't cry, dear heart! for I am worn and old;

No longer have I largess in my store;

Even love's best gifts to me I could not hold;

There isn't anyone for me to play with any more.

I miss the tender handclasp of old friends—

The kisses of loved ones gone before;

'Tis lonely, when the heart first comprehends,

There isn't anyone for me to play with any more.

I need these loving hearts, so fond and leal;

I want them in my arms, as heretofore;

When they are reached—I shall no longer feel

There isn't anyone for me to play with any more.

—James Terry White.

Thought for the day suggested by Wealth: California has the roses but Iowa has the business.

Victor Murdock of Kansas clearly overestimated himself when he undertook to pass himself off as a Cannon-cracker.

An enthusiast declares that Mayor Gaynor is "the heaviest kind of presidential material. It is doubtless true that he would be considerable of a load.

General Grant is quoted as saying that America has the best big gun in the world. Not less important and gratifying is the fact that it has the best men in the world behind the gun.

A Cleveland paper declares there is a sea lion in Lake Erie. There are no sea lions in the Mississippi river, but one can see plenty of liars on its banks—with fish poles in their hands.

The fact that a St. Louis man carried his money to Reno under a sticking plaster, has brought out the suggestion that Jeffries carried his countenance home in the same manner.

There is some talk of selling eggs by weight. In that event the Keokuk baseball team should realize handsomely on the choice assortment of goose eggs it is accumulating. Some of them are abnormally large.

At the dedication of a new fire engine in a little town on the Massachusetts coast, the following toast was proposed: "May she be like the dear old maids of our village; always ready, but never called for."

One could almost write a homily on that.

The Alta Advertiser says that Governor Carroll should either prove his innocence or withdraw from the Republican ticket. In other words, the Advertiser would presume him guilty until he had established the contrary fact. The theory of the law is directly the reverse, but the law reasons from the basis of common sense, which is one marked difference between it and the Alta Advertiser.

The Knoxville Express explains that "those small dull thuds you begin to hear are early chautauquas hitting the ground after a short flight into the realms of higher culture. The Atlantic chautauqua lacked \$800 of paying out." It is sincerely hoped that the Farmington and Hamilton chautauquas will be more successful financially. Both will be first-class and worthy of generous patronage.

The Clinton Herald calls attention to the fact that the present status of the business affairs of the country, the dull dinner pail of the workmen, and all those things which are indicative to happiness, are not at all in harmony with the speech of Hon. Jerry Sullivan made before the Democratic state convention. But, as the same paper explains, the Hon. Jerry

Dave Brant is doubtless correct in his view, expressed in the columns of his Iowa City Republican, that if Mr. Riggs wrote the questions in the last teachers' examinations, his opponents will only have to read them to the delegates on August 3 to eliminate the state superintendent from the running.

Along comes a scientist, just back from Europe, and says there's not a thing remarkable about the leaning tower of Pisa. It was built to lean. And that's why some of us are taking tonics—we are built too lean.—St. Louis Star.

And yet in the face of such things at this some people pretend to be surprised at the prevalence of mob violence.

Rev. H. H. Sawyer, secretary of the Iowa Constitutional Amendment association, has issued a denunciation of the methods of Rev. W. C. Barber, superintendent of the Iowa Anti-Saloon league, claiming that the latter misquotes the constitution of Iowa where it provides for constitutional conventions and advances fallacious theories. Go it husband, go it bear, —and may the bear win!

The action of the Woman's Club of Chicago in having printed, twice a week, city ordinances so that no one might be guilty, pleading ignorance of the law, has met with hearty approval of the Chicago chief of police. He says that arrests are often made and fines assessed because the guilty ones were entirely ignorant of the law and would have been willing to obey the ordinance had they known about it.

The ancient mariner of the Marion Register insists that the only hope for a revival of river steamboating lies in the construction of surface-riding boats. "Such boats," he declares, "would seldom come in contact with sand bars and they would make greater speed than the old time craft which requires a channel ten to fifteen feet deep." Surface-riding boats might answer for light passenger traffic, but such boats would not ride on the surface when loaded with a cargo equal to the tonnage of several freight trains, as Mississippi river steamboats sometimes are.

There doesn't seem to be any sort of connection, logical or otherwise, between the cities whose population is announced. The other day the figures were given out for Rock Island, Ill., and Columbus, Ohio. If there is any rhyme, reason or sequence to this it is not apparent on the surface of things. Apropos the absence of anything of the kind the Waterloo Reporter suggests that "if they gave out Kalamazoo, Baraboo and Waterloo we could get a line on the way it is done." By the same token, Keokuk, Kokomo, Kalona and Oshkosh would naturally fall into the same group.

The prediction has been made, based on the acreage report issued by Dr. Chappell, head of the Iowa Weather and Crop Service, that Iowa's corn yield this fall will reach 292,175,870 bushels. This will be over 4,000,000 bushels more than the crop of 1909 and 6,000,000 bushels more than the crop of 1908. The Iowa corn yield has passed the 300,000,000 bushel mark four times in the last twenty years, but Iowans will be satisfied if the growing crop does not quite reach that figure. The value of this year's crop is conservatively estimated at \$20,000,000. That will be a fine addition to the wealth of the state.

That the railroads of the country are better off than they were a year ago is proved by their own reports for 1909, abstracts of which are now before the commerce commission and from which the commission has formulated its report covering that year. The commission finds that while receipts have increased more than \$14,000,000, the expenses during the same period decreased \$70,000,000. The saving was not effected by reducing the number of employees nor by a reduction in wages, for both were increased. The result is attributed to better management as to economy and efficiency and the increased volume of business.

The River to River road from Council Bluffs to Davenport is 380 miles long and a fine thing for motorists and the farmers along the way. It is a dirt road, dragged at intervals, preferably after rains. An auto hauling a king drag will cover eight to ten miles a day. The cost of keeping the roads in condition the year round is placed at \$3.25 a mile. The Dubut Times-Journal figures from this that the 57,000 miles of road in Iowa would require \$252,000—about 5 per cent of the road tax annually collected. The Times-Journal suggests, in the light of this showing, that we would get much better results in Iowa generally if the improvement and care of the roads were in the hands of the state.

The Burlington Hawk-Eye, referring to the assessed valuation of Iowa property, concludes that there is little return in the everlasting query, "What ails Iowa?" "She is prosperous and happy and moving along at a highly satisfactory gait," the Hawk-Eye contains. "Looking at the actual facts in the case, nothing whatever ails Iowa. She is all right, with the all and the right in the biggest kind of capital letters, and sounded fortissimo with a long roll on the

THE AUTOMOBILE INDUSTRY.

The automobile industry is a wonderful industry. Untrammelled by the traditions of any other manufactured commodity the motor car sprang into prominence with a rapidity that has no parallel in industrial history. Within a period so short that during it nearly every other industry remains in the infant class it has overtaken all but five of the leading industries of the world; it has laid the seed from which other, auxiliary, industries were born; it has reformed business methods; it has made tributaries of nearly every industrial channel; it has established an outlet for the skilled labor of many thousands of American citizens.

In calling attention to these things in a pamphlet just issued, Mr. Benjamin Briscoe, president of the United States Motor Company, also brings to public notice the fact that incidentally the automobile industry and its child, the motor car, have produced many other results. They have changed the traffic problems of our big cities, influenced our legislations, and wrought improvements of so great a magnitude that when the final history of the twentieth century is written the automobile is certain to be recorded as the most noteworthy industrial feature of that time.

It has been charged against the automobile of late that it is largely responsible for the present high cost of living. The motor car, it is asserted, represents very largely that extravagance which absorbs capital without returning it and which in the end is apt to bring about a general business contraction. Mr. Briscoe suggests that such statements should be aired by an investigation in order that it may be clearly demonstrated whether they are founded on sound judgment supported by facts, or whether they are merely the somewhat distorted opinions of those who are biased by self-interest.

For some time past there has been a certain lack of public support in the bond and stock market, which has found expression in the evident disinclination of investors and the public to purchase low-dividend paying securities. The reason given by some writers is that the payments for automobiles absorb an unduly great part of the capital heretofore invested in securities and that in this way it is retarding the progress of many capital-seeking projects. Mr. Briscoe says in reply to this theory:

"Let us grant—if only for the sake of argument—that the total sum expended for new automobiles during the fiscal year beginning August 1, 1909, and ending July 31, 1910, will amount to approximately \$240,000,000, and that the additional expenditures necessary to maintain all the automobiles in use in this country will be in the neighborhood of \$75,000,000, or \$109,000,000, so that the total automobile expenditures reach the sum of approximately \$325,000,000. What do these certainly liberal figures teach us? Nothing but this: that, large as the figures in themselves are, they are yet so small in comparison with the vast volume of securities fed out annually by railroads, municipalities and industries, that they cannot have a very appreciable effect on the bond and stock market.

"No amount of juggling the simplest tenets of the well-understood science of political economy can be made to prove the assertion that money spent in the purchase of automobiles passes out of circulation. These sums are simply put into circulation through industrial channels, rather than through speculative channels through which a portion might have flowed had it not been for the automobile industry."

The following figures for the automobile business are given, being the estimated production of automobiles for the fiscal year 1910 (from August 1, 1909, to July 31, 1910):

Table with 4 columns: Automobiles, Number cars, cars 1910, Retailing price from production at. Rows include 485 to 750, 751 to 1000, 1001 to 1250, 1251 to 1600, 1601 to 2000, 2001 to 3000, Over 3000.

There is, therefore, a total estimated production in this country, for this year, of 180,000 automobiles, with a price value approximating \$240,000,000. In an analysis accompanying these figures it is admitted that the cars selling at \$2,000 and over represent, to a certain extent, extravagance, but it is claimed that this concession is decidedly offset by the fact that those who spend these \$2,000,000 are those who would, and would have spent the same amount for some other luxury had they not spent it for automobiles. The statement that "thousands of men are mortgaging their homes to buy automobiles" is declared to be entirely erroneous. Diligent inquiry among manufacturers and dealers has failed to show that automobiles are purchased to an appreciable extent by those who have to borrow money, on a mortgage or without it, to procure the cash necessary to buy an automobile. On behalf of the automobile the following claims are made:

- First—That it is a utility, not a luxury. Second—That it is a great encouragement to farming, because it brings city and country into closer relationship. Third—That the use of the automobile, in the place of the horse, by the physician, materially aids in the preservation of life and health. Fourth—That the health-giving recreation obtained by the business man and the time saved from and by the use of the automobile increases his efficiency in business. Fifth—That the improved sanitary condition of our city streets, resulting from the decreasing use of the

ABATE THE NUISANCE.

Residents on Blondeau and Concert streets from Fourth to Seventh complain of a double grievance. Dogs taken up by the city for nonpayment of tax on them are impounded on the city premises abutting Lucas avenue. Pending their redemption or execution these unfortunate animals fight and howl, especially at night, to the great annoyance of all within hearing. On several nights recently the noise was so great as to prevent sleep on the part of many residents in that part of the city. With a view of having the nuisance abolished at least one of the complainants brought it to the attention of the superintendent of public safety, who is accused of having curtly refused to grant the relief prayed for.

We take it that the state of affairs complained of constitutes a nuisance. If so, it should be abolished. The city has no more right to maintain a nuisance than has a private individual. It is within the power of the courts, upon a proper showing of facts, to order the city authorities to cease the offense. But it ought not to be necessary to resort to the courts for the purpose. It is the duty of the city authorities to enforce the laws, and they should be first in the interest of law and order, to set an example of obedience to law. It will not be at all to their credit if they have to be forced to do what the community has a right to expect them to do voluntarily as representatives of the law.

The howling, growling and yelping of the impounded dogs is a sufficient grievance in itself. The superintendent of public safety should not have afforded cause for an additional grievance by refusing to obey a law which he rightly expects other people to observe. It is not too late for him to redeem himself by promptly removing all occasion for complaint.

GILDERFLUKES AND THINGS. The Peoria Herald-Transcript adds its endorsement to the information recently vouchsafed in these columns respecting the gilderfluke and volunteers additional facts on the authority of a local scientist. In the light of these facts the deficiencies of the standard works on natural history are painfully apparent. Not one of them, as far as observation goes, even mentions the gilderfluke, and all are consequently wholly worthless for purposes of reference. The Dr. Bradley mentioned in the appended paragraph enjoys the well-earned distinction of being the world's highest authority on gilderflukes—and things. His preliminary studies made him acquainted with the origin and insertion of the levator labii superioris alequa nasi, the functions of the pons asinorum, and the mysteries of the iter, a tertio ad quantum ventriculum. By reason of this—and some other things,—where he sits is the head of the table when gilderflukes, collywobblers, gallinippers, jobberwauks and ganderbilks are under discussion. Our readers will thank us for reproducing the Herald-Transcript's learned article in its entirety, as follows:

"The Kewanee Star-Courier and the Keokuk Gate City have opened a discussion which is well worth while. They are trying to figure out just what a 'gilderfluke' is. Their latest conclusion is that it is a first cousin to the analyzer and a cross between a glaucous and a snark. "This is entirely true and is vouchered by Dr. Richard Bradley of this city, authority on gilderflukes. He adds that the gilderfluke is often mistaken for the collywobbler because of the wappyness of its jaws—that it is in reality a sort of gallinipper with the fumes habits of the jobberwauk. Anyway, whatever he is, the gilderfluke is a pleasant thing to have around in comparison with the wagle-tongued ganderbilck. Class in natural history is dismissed."

Roosevelt's Weak Point. Sioux City Journal: Colonel Roosevelt has made a damaging confession. He does not know how to milk a cow! Congressman Kennedy. Bonaparte Record: A feature of the First district postmasters' convention at Bluff Park recently was an address by Hon. C. A. Kennedy, concerning some changes now advocated for the postoffice business. He states that one of the plans advocated is the selling of postal notes similar to those sold several years ago, payable at any postoffice, and sold for a less price than the usual money order. Mr. Kennedy in his speech advocated placing all third and fourth class postmasters under the civil service. He is not a spread eagle orator, but a forceful speaker and an excellent congressman.

On the Gilderfluke Trail. Kewanee Star-Courier: Gradually, out of the dull obscurity in which the word "gilderfluke" was shrouded, there is emerging a definition that will stand every acid test. This is as pleasing as it is surprising, because even the difficult task of settling this perplexing thing, once for all came up, we were warned against tackling it on the ground that it was wholly hopeless and we had gone into the affair really against our better judgment. But thanks to the hearty backing of some our contemporaries, we have been able to get renewed courage from time to time in the groping struggle for light until now the whole middle west knows

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ANNOUNCEMENT

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No. 12 North Sixth Street, Keokuk, Iowa

July 12, 1910.

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