KEOKUK LANDS T. P. A. HONORS

Jacob Frank Was Elected Third Vice President and C. B. Lake, State Director at Mason City Convention.

AS NATIONAL DELEGATE

Mr. Frank, President of Post H. Will Go to Philadelphia in June—Delegates Royally Entertained.

Keokuk traveling men who were delegates to the state convention of T. P. A's, at Mason City Saturday carried off honors for the local post by landing two officers and a delegate to the national convention. Jacob Frank, president of Post H, was elected third vice president and was named as one of the twelve delegates to the national convention at Philadelphia which opens the week beginning June 12. C. B. Lake, secretary of Post H., was elected a state director. Five delegates from this city were present. In addition to the two already named there were George W. West, C. M. MacMillian and B. A. Andressen.

Post H feels as though it has been especially honored. The post is one of the young ones of the state, but has already taken rank because of its aggressiveness and activity. The convention at Mason City was a big one and all of the delegates were royally entertained. The Keokuk men present today are singing the praises of their Mason City entertainers. The following story from the Mason City Times gives the details of the meeting:

Closing their business sesion at 1:30 o'clock Saturday afternoon the Iowa Division of the Travelers Protective association gathered for their state convention in Mason City with approximately one hundred and fifty members in attendance. In an enthusiastic session the business part of the convention was disposed of and the banquet and tour of the city taken up this afternoon. The visiting ladies were entertained at a reception by Post A, at the Cerro Gordo hotel this afternoon.

Davenport was chosen as the next place for the Iowa convention without a dissenting vote. The election of officers followed the choosing of the next meeting place. The following is the result of the election:

President—Dave Ziegler of Burlington.

First Vice President—Gus. Eckhardt of Davenport.

Second Vice President—Mark Anson of Muscatine.

Third Vice President—Jacob Frank of Keokuk.

Secretary and Treasurer—Thomas Hume of Burlington.

Board of Directors:
David Gilles of Burlington.
A. M. Riepe of Burlington.
C. A. Anderson of Burlington.
K. M. Mercer of Burlington.
B. R. Day of Cedar Rapids.
C. B. Lake of Keokuk.

Chairman of Railway Committee—A. F. Shotts of Mason City.

Chairman of Press Committee—Milton Blaul of Burlington.

Chairman of Legislative Committee—C. R. Rhode of Waterloo.

Chairman of Hotel Committee—Fred Warrentine of Daveport.

Chairman of Employment Committee—B. A. Allen of Cedar Rapids.

Chaplain—Rev. Ned Lee of Davenport.

Representatives to the Commercial Travelers Congress of Iowa—J. T. Rock of Waterloo and W. McKown of Davenport.

Delegates to the National convention of the T. P. A. at Philadelphia from the various twelve Iowa posts were chosen.

Disapproves Parcels Post.

A resolution which aroused some discussion was introduced when a move to condemn the parcels post bill was made. The matter after being referred to the committee on resolutions was returned with a minority report in favor of its condemnatioon. When put to a vote it won out decisively as being legislation which would be against the interests of the merchant of Iowa and the Iowa commercial travelers.

Enthuse Over City.

A resolution complimenting Mason City and expressing gratitude for the treatment accorded the delegates was passed unanimously and at the close of the session vociferous yells of college like rah rahs were given.

Resolutions of sympathy for the families, friends and relatives of members who have been called by death were passed. The work of the outgoing officials was praised in resolutions.

Want E ection Day Changed.

To procure a change in the date of general elections as now held in the United States was the plan voiced at the convention when C. R. Rhode of Waterloo made a speech in which he asserted that seventy-five per cent of about 12,000 traveling men in the state of Iowa were regularly deprived of their right of franchise on account of the day. Election day coming on Tuesday catches the traveler while away from his home and at work, losing them their votes. Resolutions were drawn up protesting against this state of affairs and the matter will be brought to the attention of legislators.

Entertained Ladies.

The visiting T. P. A. ladies were delightfully entertained today by the local Post A, and each visitor was shown individual attention, making the day pass very pleasantly. The reception room of the Cerro Gordo hotel was used for the scene of the morning's amusements and here the visitors congregated for an informal good time. A reception committee consisting of Mrs. George Feldman, chairman, Mrs. P. A. Redfern, Mrs. Wilcox, Mrs. Shotts, Mrs. J. D. Nichols, Mrs. J. Decker and Mrs. Henry Stearns, met the visitors and introduced them to the Mason City ladies. At ten-thirty a program was given, consisting of a solo by Miss Woodbridge, a quartette number by Mrs. Bowen, Mrs. Boyle, Mrs. Wilcox and Mrs. Page and a reading by Miss O'Neil. Light refreshments were served during the course of the morning. The reception tables and the piano at the reception room were beautifully decorated with flowers and the place was a very pretty sight.

The afternoon was spent in auto drives about the city and the visiting ladies formed a very favorable opinion of Mason City. Among those who were here from out of town were Mrs. N. C. Olson and Mrs. Bert Andrews of Cedar Falls and the following from Waterloo: Mrs. Whitman, Mrs. Cooley, Mrs. Hamilton, Mrs. Rhode, Mrs. C. H. Binghman, Mrs. Weatherwax, Mrs. G. Huntley, Mrs. J. W. Forbes and Mrs. E. M. Hall.

In the afternoon the delegates in company with Mason City boosters and visiting wives of delegates gathered at the Hotel Cerro Gordo for the banquet. The banquet was followed by speeches from various people present.

Immediately after the banquet automobiles took the visitors over the city on sight seeing tours. A return was made early enough to enable all to catch trains out in the evening.

The convention of the T. P. A. closed was one of the most successful held by the association.

NOTICE AND PROCLAMATION.

To the Qualified Electors of the City of Keokuk and to whom it may concern:

You are hereby notified that on the 27th day of April, 1911, application was made by Joseph O. Procter, Jr., for the grant of a franchise to him, his successors, lessees and assigns, conferring the right to erect and maintain poles and wires in the city of Keokuk for the transmission and distribution of electric energy for light, heat, power and other purposes in accordance with the terms of a certain proposed ordinance, a draft of which is now on file in the office of the city clerk of the city of Keokuk, Iowa, as part of said application and being in words and figures as follows, to-wit:

Ordinance No. ——

An ordinance granting to Joseph O. Procter, Jr., his successors, lessees and assigns, the right to erect, and maintain poles and wires in the City of Keokuk for the transmission and distribution of electric energy for light, heat, power, and other purposes.

Be it ordained by the City Council of the city of Keokuk:

Sec. 1. That Joseph O. Procter, Jr., his successors, lessees and assigns (hereinafter referred to as the Grantee) are hereby granted the right to erect, acquire, maintain and operate through, over and upon all the streets and alleys of the City of Keokuk for a term of twenty-five years from August 1, 1911, poles or posts of wood, iron or other suitable material, and to string thereon wires for the transmission of electric energy for light, heat and power and other purposes in the said City of Keokuk.

Sec. 2. All the said poles and posts are to be located under the direction and supervision of the city engineer or other proper official of the City of Keokuk so as not to interfere with the flow of water in any drain or gutter of the city, nor with the public travel of the c.ty nor with the proper use of other works or improvements now existing on the streets and alleys of said city, made by any other person, company or corporation under rights granted by the City of Keokuk.

Sec. 3. After the erection of the poles or posts hereby authorized the grantee shall put all streets and alleys in as good repair as they were before the erection of such poles and posts, and if by reason of the grading or improvements, or change of grade on any street, alley or sidewalk it shall become necessary to move or relocate any of said poles or posts, the grantee shall do so at his own cost and expense.

Sec. 4. If the grantee shall fail to use any of the poles, posts and wires for the purpose herein granted for a period of six consecutive months, then the city council may order the same removed at the expense of the grantee, unless such failure was without fault on the part of the grantee.

Sec. 5. If the grantee shall fail to do any of the things required in sections 2, 3 and 4 of this ordinance within ten days after service of notice in writing, then the city council may cause the same to be done at the cost and expense of the grantee, and to secure the payment of the same, shall have a lien upon all property operated under the provisions hereof and the right to collect the same as all other special taxes are collected.

Sec. 6. The City of Keokuk expressly reserves the right whenever it becomes necessary in times of fire to cut any wire or wires which in any way may interfere with the efficient use of the city fire apparatus, and shall not be held liable or answerable for damages by reason thereof.

Sec. 7. The grantee agrees to furnish to the City of Keokuk, free of charge, electric current sufficient for six hundred (600) incandescent sixteen (16) candle power lamps (or their equivalent) in the city offices, fire station, or other city buildings as the council may elect, and in addition current for necessary police signals and fire alarms. All such electric current shall be used only at such times as may be necessary for properly lighting public offices for the performance of public duties, and operation of said signals and alarms.

Sec. 8. The provisions hereof shall be binding upon and enure to the benefit of all successors, lessees, and assignees of the original grantee named herein and the term "grantee" as used herein shall include all such successors, lessees and assignees.

Sec. 9. This ordinance shall become null and void unless the grantee, his successors or assigns, shall acquire before January 1, 1912, the properties now operated by the Keokuk Electric Railway & Power company, and Keokuk Gas and Electric company.

Sec. 10. This ordinance shall take effect upon its acceptance in writing by the grantee filed with the city clerk within ten days from the passage thereof, and upon its approval by a majority of the electors of the City of Keokuk voting thereon at a general or special election as provided in Section 776 of the Code, and Chapter 48, Section 12, of the Acts of the 32nd General Assembly.

Sec. 11. Until the power to fix reasonable rates and charges is vested by law in some other public body the city council of the City of Keokuk shall have the power to require the grantee herein, subject to reasonable rules and regulations, to furnish any person applying therefor along the lines of its wires with light or power, to require the grantee herein to supply the said City of Keokuk with light or power for all necessary public purposes; to regulate and fix reasonable rents and rates for electric light or power, to regulate and fix reasonable charges for electric light or power meters, or other devices or means necessary for determining the consumption of electric light or power.

—

And you are further notified that on the 27th day of April, 1911, application was made by Joseph O. Proctor, Jr., for the grant of a franchise to him, his successors, lesses and assigns, conferring the right to operate a street railway and power company in the city of Keokuk in accordance with the terms of a certain proposed ordinance, a draft of which is now on file in the office of the city clerk of the city of Keokuk, Iowa, as a part of said application and being in words and figures as follows, to-wit:

Ordinance No. ——

An ordinance granting permission to Joseph O. Procter, Jr., his successors, lessees and assigns to operate a street railway and power company in the City of Keokuk.

Be it ordained by the city council of the City of Keokuk:

Sec. 1. That the right, privilege and franchise are hereby granted unto Joseph O. Procter, Jr., his successors, lessees and assigns, (hereinafter called the grantee) to lay down, construct, acquire, equip, maintain and operate street railways, with single or double tracks, of standard railway gauge, four feet eight and one-half inches wide, together with turnouts, cross overs, side tracks and switches on all the streets, alleys and public places, except as hereinafter provided, within the present and any future limits of the City of Keokuk, for the period of twenty-five years from and after August 1, 1911, for the purpose of conveying and transporting thereon by means of electric power, or any other power except steam, passenger, freight, baggage, express and mail cars or any of them, to be used in the carriage of passengers, property and United States mail, whether such cars belong to the grantee or be delivered to the grantee by or for any connecting carrier to be transported within the limits of the City of Keokuk. No tracks shall be laid upon Grand Avenue (except those now operated by the Keokuk Electric Railway and Power company) or upon Belknap Boulevard, Orleans street, or any street hereinafter laid out which the city council shall especially exempt at the time of laying out, except for the purpose of crossing the above streets and before any track shall be laid in any public park the plans for location and construction of the same shall be submitted to and approved by the city council. Freight cars shall be operated over any of the grantee's tracks laid upon improved streets only between the hours of ten p. m. and six o'clock a. m., provided, however, that the grantee may operate cars containing material for the construction and operation of the street railway system aforesaid at other hours, subject to regulation by the city council, and the city council may by ordinance provide for the temporary operation of freight cars at other hours under such conditions as it may prescribe. To enable the grantee to deliver or receive freight cars to or from any factory, warehouse or other industry located adjoining the tracks of the grantee, said grantee shall have the right to construct, maintain and operate a switch from the main track to or into or alongside such factory, warehouse or other industry. There is further granted to said grantee the right to erect and maintain poles in the streets, alleys and public places of the City of Keokuk, and to string and maintain wires thereupon for the operating of said electric street railway.

Sec. 2. All the poles, apparatus and appliances used by said grantee in the construction and operation of its street railway shall be located under the direction of the city engineer or other proper official of the City of Keokuk. Said city reserves the right at any time to direct such changes to be made in the location of all electrical apparatus, appliances, poles, etc., used or erected in the streets of said city as shall be reasonably necessary and proper.

Sec. 3. The tracks shall be laid so as to conform to the established grade on any street in which the road may be built, where the city has brought said street to grade. Where a street has not been brought to grade, said grantee shall maintain and lay its tracks on the surface grade, and shall properly ballast same with macadam, gravel, cinders or other suitable material, provided that whenever the city shall bring said street to the grade established by law, the guarantee shall at its own expense, raise or lower the tracks so as to conform to the established grade; provided also, that if the city shall at any time change any temporary or permanent grade of any street along which said tracks shall be laid, it shall be the duty of the grantee at its own expense, to make the tracks conform to such changed grade.

Sec. 4. It shall be the duty of the said grantee to keep a space of four (4) feet on both sides of the center of any track laid on a paved or macadamized street, in as good condition as the balance of the roadway is maintained by the city. Whenever any street upon which the tracks of the grantee are laid is paved or improved by the city it shall be the duty of the grantee to pay for the paving or improvements of a space of four (4) feet on each side of the center of any track laid on such street.

When the tracks cross any gutters at the intersection of the street it shall be the duty of the grantee to bridge the gutter at the crossing and keep the same in repair.

The grantee shall repair, subject to the approval of the city engineer, any and all damages done to the streets, curbs, sidewalks, crossings and gutters by the placing, laying, constructing, removal and repair of its poles, tracks and appliances and by the operation of its railway upon the streets used by the grantee. On paved or macadamized streets there shall be no depression between the rails other than is necessary for the operation of the car wheels, but the surface between the rails shall conform to the rails as much as may be possible consistent with standard operation.

Sec. 5. In the construction of the railway upon all bridges and viaducts and on all paved streets the top surface of the rails shall be on a level with the pavement, macadam or other surface of the street as the case may be.

Sec. 6. If in the judgment of the city council the grantee shall at any time fail to repair, construct or maintain as provided in sections four (4) and five (5) of this ordinance the city council shall by resolution direct the grantee to repair, construct or maintain, as the case may be, within thirty (30) days from the service of said resolution upon the grantee, provided the ground is not frozen and it is practical to make such repairs, within said time. The resolution shall specify what repairing, etc., shall be done.

The city may on failure at any time after thirty (30) days from the service of said resolution upon the grantee, provided the ground is not frozen, and it is practicable to make such repairs, within said time, proceed, without advertising for bids, to repair as in said resolution specified and return the total cost thereof to the city clerk.

Such costs shall not be questioned except for fraud and oppression, and may be levied by said council as special tax against the grantee and its property and shall be a special lien on all tracks, appurtenances, real estate and property of said grantee.

Sec. 7. If, by reason of the failure of the grantee to do or perform anything in this ordinance required of it to do or perform, any person or corporation is injured and such injury shall be a cause of action against the city, the city shall have such recourse against said grantee as such person or corporation shall have against the city.

And in case such person or corporation shall institute suit against the city on account thereof, the city shall notify the grantee to defend such suit, and whatever amount may be recovered against said city after such notification together with costs shall be conclusive in favor of said city against said grantee and action shall lie therefor.

The lien of the judgment in favor of the city upon such action shall be paramount to all prior rights, mortgages and liens of all persons or corporations, or companies whatsoever.

Sec. 8. All tracks shall be laid in the center of the street except as hereinafter provided for. Where a double track is required with a turnout, side track or switch, the tracks shall be laid at such distance from the center of the street as will make the center points between the two tracks the center of the street and there shall be no greater space between the tracks than is reasonably necessary for the cars to pass. If for reasonable cause it becomes impracticable to lay such track or tracks as above specified, then they shall be laid upon such part of such street as said city council shall designate.

Sec. 9. The City of Keokuk reserves full control and all rights to authorize the use of the streets and to use same itself for all sewerage and water pipes or other use in the improvement of the city not inconsistent with the grant herein made, without right on the part of the grantee to recover damages therefor. Such repairs and improvements, however, shall be made with as little delay and interruption of the business of the grantee as possible. All policemen and firemen of the city when in uniform and wearing the insignia of their office shall be carried free of charge within the limits of the city.

Sec. 10. The grantee shall have the right by its employees in charge of the cars to eject any person from the cars refusing to pay fare or who is guilty of any disorderly conduct, and any person properly ordered to leave the car under this section and refusing and neglecting to do so shall be guilty of a misdemeanor. The cars operated by the grantee shall be entitled to the track in all cases. When a team or vehicle shall be met or overtaken upon any of the tracks of the grantee, such team or vehicle shall give way to said car. All drivers of vehicles and all persons approaching street car crossings or attempting to cross the track of said grantee, shall accord to said street car precedence in the right of way.

Any person who shall wilfully or maliciously obstruct, hinder or interfere with the movement of any of said cars by placing obstructions on the track or by driving, stopping or causing to be placed, or driven at a slow pace or stopped, any team or vehicle or other thing in, upon, along, across or near the track of said railway after being notified by the motorman or conductor of the car, by ringing of the bell or otherwise, shall be guilty of a misdemeanor and shall be prosecuted in the name and for the benefit of the City of Keokuk and shall be fined in the sum of not less than one dollar nor more than one hundred dollars for each offense which shall be enforced by fine and imprisonment at the discretion of the court as are other penalties for violating city ordinances; provided that this section shall not apply to hose carts, fire engines and hook and ladder wagons going to and from fires, and provided that the grantee shall not injure or interfere with the operation of fire hose when laid over or across the tracks for the purpose of extinguishing fires.

Sec. 11. Said grantee shall not charge for the transportation of passengers to exceed five cents per passage for one passenger within the city limits as now existing, and a distance of one mile beyond the same in the state of Iowa; a passage as herein referred to meaning one continuous ride from one terminal station within said limits to any other terminal station within such limits and in the same general direction. When necessary to transfer between terminal stations for a continuous trip in the same general direction transfer checks shall be given for that trip only, without additional fare. Children seven years of age and under shall be carried free when accompanied by an adult, and not occupying seats to the exclusion of other passengers.

Sec. 12. The rights and privileges herein conferred are subject to the following conditions: passenger cars operated in city service shall be run substantially in conformity with the following rules, to-wit: Cars shall leave terminal stations not later than 6:15 o'clock a. m., and run continuously at least until 10:30 p. m., daily except Sundays, when cars shall begin running not later than 8:00 o'clock a. m., and during the above time they shall run at intervals of not more than thirty minutes in the same direction between terminal stations. No car shall be run at a greater average rate of speed, including stoppages to take on and off passengers, than ten (10) miles an hour in the business part of the city and fifteen (15) miles an hour in the residence portion thereof.

No street car shall stop upon an intersection of the streets, but shall cross the intersection in all cases to take on and let off passengers.

No cars shall be allowed to stop an unreasonable length of time to take on or let off passengers.

All reasonable care shall be used by conductors and motormen to prevent injuries to teams, carriages, wagons, and other vehicles as well as to all persons.

Sec. 13. If the said grantee shall fail at any time to operate its street cars for a period of thirty (30) days then if, after ten (10) days' notice in writing from the City of Keokuk to said grantee, said grantee fails to resume and continue the operation of its street cars, the City of Keokuk may by resolution of the city council repeal this ordinance and cancel the franchise herein granted, so far as the same applies to the operation of a street car line; provided, however, that if by reason of a strike or riot, or any cause beyond the grantee's control, said street cars cannot be operated, in such case this provision will not apply.

Sec. 14. In case any of the lines or parts of lines laid down and operated by the grantee, at any season of the year do not, for want of patronage, pay the expenses of operation, on application to the city council with such showing, the city council, if it deem it proper on such showing, may grant the suspension of the operation of such line or parts of lines during the season of the year when the receipts do not pay the cost of operation. The grantee shall keep and maintain the track and appliances, while the operation is suspended, in good repair as at all other times.

Sec. 15. Whenever said street railway crosses the track of any steam railroad within the corporate limits of the City of Keokuk, the motormen or parties in charge of said street cars or car shall bring the car to a full stop at least thirty feet before said car or cars pass over the said tracks, and the parties in charge of said cars must know that the way is clear before starting said cars again, and must see that there are no approaching engines, cars or trains near enough to come into collision with the street cars, and any motorman or other party in charge of any street car or cars who fails to stop the same as above provided, or fails to see that the way is clear shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished accordingly.

Sec. 16. This ordinance shall become null and void unless the grantee, his successors or assigns, shall acquire before January 1, 1912, the properties now operated by the Keokuk Electric Railway and Power company, and Keokuk Gas and Electric company.

Sec. 17. The provisions hereof shall be binding on and enure to the benefit of all successors, lessees and assigns of the original grantee named herein and the term grantee as used herein shall include all such successors, lessees and assigns.

Sec. 18. This ordinance shall not take effect until accepted by the grantee in writing filed with the city clerk within ten days from passage thereof, and upon its approval by a majority of the electors of the City of Keokuk voting thereon at a general or special election, as provided in Sec. 776 of the Code, and Chapter 48, Sec. 12 of the Acts of the 32nd General Assembly.

—

You are further notified that on the 2nd day of May, 1911, the city council of the City of Keokuk, Iowa, ordered that a special election be held in the city of Keokuk on Thursday, May 25, 1911, for the purpose of voting on the question of granting the aforesaid franchises and the further question as to the establishment of a department of publicity, development and general welfare, at which election the following propositions will be submitted:

1st. Shall the City of Keokuk grant to Joseph O. Procter, Jr., his successors, lessees and assigns, a franchise to erect and maintain poles and wires in the city of Keokuk for the transmission and distribution of electric energy for light, heat, power and other purposes?

2nd: Shall the City of Keokuk grant to Joseph O. Procter, Jr., his successors, lessees and assigns, a franchise to operate a Street Railway & Power Company in the city of Keokuk?

3rd: Shall the City of Keokuk establish a department of publicity, development and general welfare?

Proclamation is hereby made and you are hereby notified that the said election will be held and the said propositions submitted thereat upon Thursday, May 25, 1911, commencing at the hour of 7 o'clock a. m. and ending at the hour of 7 o'clock p. m., the polling places for said election being as follows:

First Precinct, 25 North Fourth Street.

Second Precinct, 17 South Fifth St.

Third Precinct, 803 Main Street.

Fourth Precinct, 228 B. Street.

Fifth Precinct, 314 North Fourteenth Street.

Sixth Precinct, 26 South Twelfth Street.

Attest:

J. F. ELDER, Mayor.

O. W. SANDBERG, City Clerk.

The Secret of Success

Genuine Merit Required to Win the People's Confidence.

Have you ever stopped to reason why it is that so many products that are extensively advertised, all at once drop out of sight and are soon forgotten? The reason is plain—the article did not fulfil the promises of the manufacturer. This applies more particularly to a medicine. A medicinal preparation that has real curative value almost sells itself, as like an endless chain system the remedy is recommended by those who have been cured, to those who are in need of it.

In an interview on the subject a prominent local druggist says "Take for example Dr. Kilmer's Swamp-Root, a preparation I have sold for many years and never hesitate to recommend, for in almost every case it shows immediate results, as many of my customers testify. No other kidney remedy that I know of has so large a sale."

The success of Dr. Kilmer's Swamp-Root is due to the fact that it fulfils every wish in overcoming kidney, liver and bladder diseases, corrects urinary troubles and neutralizes the uric acid which causes rheumatism.

A free trial bottle will be sent by mail, absolutely free. Address Dr. Kilmer & Co., Binghamton, N. Y., and mention this paper. Regular size bottles sold at all druggists—50c and $1.00.

LAVORIS TRADE MARK

Dentists Use It

in their practice and prescribe it for *daily* use. They know that it is more than an ordinary antiseptic mouth wash. They know **Lavoris** is the only preparation on the market containing **zinc chloride** in perfect solution. They know **zinc chloride** is *essential* for its astringent, hardening properties.

For All the Family

Lavoris cleans and sweetens the teeth, mouth and throat—eliminates the germs and gases that cause decay, bad breath, catarrh and other mouth and throat troubles—and keeps the delicate tissues firm, healthy and in condition to resist disease germs.

All druggists sell it at 25 and 50 cents a bottle—in sealed cartons only.

Manufactured by
Lavoris Chemical Company
Minneapolis, Minn.

Laxative Sent Free to Try

It may be taken for granted that there is no family of any size that goes very long without needing a laxative. If you don't know of a good laxative, or the laxative you are using is losing its effect, we want to call your attention to Dr. Caldwell's Syrup Pepsin, which thousands of families are using successfully.

We have scores of letters from mothers, and scores from prominent men saying they are using it personally and giving it to their families, men like Mr. C. K. Smith of the Traffic Clearing House, Pine Bluff, Ark., and Mr. George B. Turner, a lawyer of Harlan, Ky. The thousands of mothers who use it themselves and give it to their children would take too much space to mention.

The reason they prefer Syrup Pepsin is that it is a mild, gentle laxative tonic that does not gripe—effective and yet so mild that babies can take it. Its tonic ingredients invigorate the body and strengthen the stomach and bowel muscles so that they again do their work naturally. If you have been a victim of salts, pills and strong cathartics you will discard them when you once use Syrup Pepsin.

You can buy a fifty cent or one dollar bottle of any druggist, but before doing so you may want to try it free. If so, send your address to Dr. Caldwell and he will promptly forward a free sample bottle. Then, being convinced, do as others are doing and buy it in the regular way of your favorite druggist.

Dr. Caldwell does not feel that the purchase of his remedy ends his obligation. He has specialized in stomach, liver and bowel diseases for over forty years and will be pleased to give the reader any advice on the subject free of charge. All are welcome to write him. Whether for the medical advice or the free sample address him Dr. W. B. Caldwell, 541 Caldwell building, Monticello, Ill.

Streckfus Steamboat Line

Successors to

DIAMOND JO LINE STEAMERS

Only $2.00 to St. Louis & Return

on Steamer Dubuque leaving Keokuk every Monday and Friday at 6:00 a. m. During May.

WM. D. STEELE, Agent.

'Phone Iowa 150 Keokuk, Ia.

CHICHESTER S PILLS

THE DIAMOND BRAND.

Ladies! Ask your Druggist for Chi-ches-ter's Diamond Brand Pills in Red and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Buy of your Druggist. Ask for CHI-CHES-TER S DIAMOND BRAND PILLS, for 25 years known as Best, Safest, Always Reliable

SOLD BY DRUGGISTS EVERYWHERE

E. E. HAWKES.
UNDERTAKER AND LICENSED EMBALMER
739 Main. Both Phones.
Red Cross Ambulance.

I. S. ACKLEY.
UNDERTAKING and EMBALMING
1007 Blondeau Street.
Iowa 'phone, 456-M. Home, 3435

Mrs. Winslow's Soothing Syrup

Has been used for over SIXTY-FIVE YEARS by MILLIONS of MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. It SOOTHES the CHILD, SOFTENS the GUMS, ALLAYS all PAIN; CURES WIND COLIC, and is the best remedy for DIARRHŒA. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. Twenty-five cents a bottle. Guaranteed under the Food and Drugs Act, June 30th, 1906. Serial Number 1098.

AN OLD AND WELL TRIED REMEDY.

THE Keeley Cure
Des Moines Iowa
CURES LIQUOR, DRUG AND TOBACCO HABITS
706 WEST FOURTH ST.
Write NOW for Our Free Booklet