

THE GATE CITY

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C. F. SKIRVIN, Manager

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MY PRAYER.

Let me be true to meet each honest eye.

Yet if a friend whose sorrowed heart has been undone

Asks me for comfort where in truth there can be none.

Then let me grasp his groping hand—and kindly lie.

And if my neighbor does those things I think are ill.

Let me not judge! Who knows what tangled taunting skein

Fate may have woven to have meshed his heart in pain—

Would I have smoothed the evil knot with half his skill?

Since I must play the game of life, this is my prayer,

Though I may lose, let me preserve a smiling face.

Let me not scorn the weak who falter in the race:

Let me be merciful—let me play fair.—Caroline Reynolds in Los Angeles Graphic.

THOUGHT FOR THE DAY.

Our greatest glory is not in never falling, but in rising every time we fall.—Confucius.

George Fitch, an enthusiastic Roosevelt supporter, concedes that the colonel is no lady when it comes to politics.

The colonel is a leader. He is not a boss, the Sioux City Journal explains, except in emergency when his leadership is threatened.

That Katmai volcano in Alaska has subsided. It might have known better than to attempt to compete with the Chicago convention.

The report is current that Life Young was arrested in Chicago for speeding and that he explained to the judge that he was trying to keep up with the progressive party. The zeal of new converts is proverbial.

"Be not in haste to denounce national party conventions as wholly bad," advises the St. Louis Globe-Democrat. "Congress will be in almost total eclipse, on account of them, this week and next. And that's something." Sure. But of two evils why not choose the lesser?

The tide of prosperity is rising in all parts of the country. Permits issued for new buildings during the month of May in fifty-nine leading cities in the United States aggregated a total of \$76,801,247, as against \$64,630,849 the same month a year ago, a gain of 18.8 per cent.

An exceptionally satisfactory comparison with both preceding years was again the feature of last week's bank exchanges. The total returns from all the leading cities in the United States aggregated \$2,981,474,043, an increase of 8 per cent as compared with the same week last year and of 9.2 per cent as compared with the corresponding week in 1910. All indications point to an increased volume of trade.

In speaking of so-called "progressiveism" Adam Bede, a former congressman from Minnesota, says that it's got so now that when a man is suspected of a crime people want to indict him under a direct primary and try him by a referendum. Concerning the third term candidate he is credited with the following:

"Roosevelt is a candidate of San Juan Hill. He was not within ten miles of that fight and has not been within ten miles of a fact since."

According to the Electrical World, the average man dissipates about 2.5 kilowatt hours of energy per day in motion, muscular action, mental exertion and heat radiation. This is equivalent to a continuous expenditure at the rate of about 100 watts, or the rating of one-eighth horse-power motor. In spite of his high body temperature—98.6 degrees Fahrenheit—and large radiating surface, man's heat losses are surprisingly small—about fifty watt hours per hour, or about one-half of the total energy expenditure. As a heating device the average man is thus about equal to a sixteen candle-power carbon filament lamp.

Here's the sort of thing they are perpetrating in Boston town:

'Tis useless to argue, 'tis vain to complain

While Ormsby McHarg's name is in this campaign.

CHAUNCEY DEPEW'S VIEWS.

In an interview given in Chicago to a correspondent of a London paper former United States Senator Chauncey M. Depew complained that the Taft forces in the convention, of which he is a member, are under the command of "General Principle," and in the rough and tumble of a convention fight "General Principle" is a poor leader. He went on to say:

"Actions that would kill any other politician are precisely the best assets of Colonel Roosevelt. If Taft should come here it would kill his chances utterly, but Roosevelt has come and the people are shouting 'Bully for Teddy.' Where Roosevelt goes, no man can stop him, for the devil helps him and the Lord doesn't interpose. It's that damned charm of his as was said of the other woman in Barrie's 'What Every Woman Knows.'"

All the unrest pervading this country is attributed by Mr. Depew to its excessive prosperity:

"The working men all have good jobs and tremendous wages and they want still better jobs and higher wages. The radicalism so much talked of is artificial and somewhat harmless. Bryan tried to do the trick three times but there is this distinction between Bryan and Roosevelt. Bryan always told you before hand how he was going to do and we were able therefore to pull his plan to pieces. In fact he proclaimed the ingredient of his own pill but Roosevelt never gives the formula of his medicine."

WAGES AND COST OF LIVING.

The Bureau of Railway Economics has completed the second of its comparative studies of railway conditions in the United States and the principal countries of Europe. This relates to the wages paid railway employes and the cost of living, and is based on the latest years for which comparative data are available. The report is a valuable demonstration of the fact that the United States railway employe or other workmen owes the big advantage shown to the protective principle. It is the principle that raises the standard of labor in America.

The average daily compensation of railway employes of all classes for the year 1910 was, in the United States, \$2.23; in the United Kingdom, \$1.05; excluding supplementary allowances negligibly affecting the average, it was in Prussia-Hesse eighty-one cents, and in Austria eighty-nine cents. The lowest paid railway employe in the United States, the ordinary trackman, receives a greater compensation than many of the railway employes of France, even those of higher grades and with responsible duties. The compensation of railway employes is from two or three times as high in the United States as in Italy.

A recent report of the English Board of Trade on railway wages shows that the average weekly pay of engineers in the United Kingdom in 1907 was \$11.17; of firemen, \$6.67. In the same year engineers on American railways received an average weekly compensation of \$25.80, counting six days to the week, and firemen \$15.24. Recent returns make it clear that in 1912 engineers and firemen in the United States are compensated at rates of pay for specific runs that are two, three and four times as high as the corresponding rates on representative English railways. The annual compensation of engineers in the United States, as reported by two representative railway companies, now ranges from \$1100 in switching service to more than \$2800 in passenger service, and of firemen from \$700 in switching service to more than \$1700 in passenger service.

For continental Europe official returns in requisite detail are not available for a later year than 1908. The salaries and allowances of the typical engineers in Germany amounted for that year to \$646.88, in Austria to \$870.80; of a fireman in Germany to \$424.59, in Austria to \$532.03. The annual compensation of engineers on two of the principal railways of France ranged in 1908 from \$505.66 to \$906.91, and of firemen from \$224.24 to \$359.98. In Italy engineers received in 1908, salary and allowances included, from \$381.10 to \$812.70 a year. In these continental countries the maximum compensation is received only after many years of service.

The average annual compensation of engineers in the United States in 1908, on an estimated basis of 300 days' service, was \$1335; of firemen, \$792. In this country the rate to these employes does not depend on length of service.

In Belgium engineers received in 1907 from \$23.16 to \$38.60 a month; firemen, from \$17.37 to \$23.16 a month; conductors and station employes, from forty-six cents to ninety-six cents a day. In the United States, in the same year 1907, engineers averaged, on the basis of twenty-five days' service, \$107.50 a month; firemen, \$63.50 a month; conductors, \$3.69 a day; station employes, from \$1.78 to \$2.05 a day.

The rental of a three or four-room house or flat is almost as high in Berlin, Paris, or London as throughout the United States, but in England and on the continent it generally runs from \$30 to \$50 a year less. The quantity of food and fuel estimated by the Board of Trade of England as the standard consumption of a typical workingman's family costs in the United States 17.8 per cent more than in France or in Germany; 25.3 per cent more than in Belgium, and 38

per cent more than in the United Kingdom.

It is well within the truth to estimate in a broad and general way that while the cost of living of a railway employe in the United States is less than fifty per cent higher than that of a corresponding employe in the United Kingdom or on the continent, his compensation averages more than twice as great.

ANOTHER FRUIT PEST.

A new and dangerous fruit pest has appeared in New York state. This is the pear thrips, one of the most dreaded enemies of this fruit and others in California, where the thrips first became noticeable. The outbreak of the insect in New York is one of the mysteries of entomology, since California and New York are about as widely separated as two states in the union can be; yet the thrips appears in both and not, as far as known, in the intervening territory. Its ravages in New York are largely confined to a small area in the Hudson river district, but it is known to be present in several other localities and may be more widely distributed than is realized. Its work is of a peculiar nature, often mistaken for frost injury or blight, and the insect itself is too small to attract attention unless present in large numbers. Its attack, however, is upon the blossom buds, so that where abundant the prospects for a crop rapidly disappear.

All the pear growers should be awake to the necessity of recognizing and combating the thrips as soon as it appears. Only prompt, thorough spraying with a contact insecticide, like the nicotine preparations, will prevent damage; since the pest soon gets into the centers of the buds, where it can not be reached effectively. The New York agricultural experimental station, Geneva, has published Bulletin No. 342 on the subject. It will be sent free upon application.

THE WORLD'S GRANARY.

In an address recently delivered to the bankers of Iowa, Dean Curtiss of the Iowa state college, pointed out that one hundred years ago, 90 per cent of the population of the United States lived on the farms. Fifty years ago, two-thirds of the population was in the country. Today we have scarcely one-third of our population living on the farms. As our manufacturing and commercial enterprises expand, the proportion of people in the cities in relation to those in the country has steadily increased and is certain to increase still more.

There is nothing in the situation alarming, as Dean Curtiss sees it, provided the farming is of the right kind and the land holders' heritage is not destroyed. Unless proper farming is done, we will be put to the test of feeding our own people within the next ten or twenty years. Even now we are importing foodstuffs. The nation is exporting raw material needed here. "With every 150,000,000 bushels of wheat that we export, we give to foreign countries \$20,000,000 worth of feedstuffs, \$15,000,000 worth of labor in milling. This is a profligate waste of capital and labor. If we have a surplus we should export only the flour, and retain the feedstuffs, fertility and labor for the enrichment of our own land."

The solution of the problems presented, Dean Curtiss argued, is in vocational training. The establishment of vocational schools, he said, would stop rural depopulation and reverse the tide from the country to the city. They would put our crop yield on a par with those of foreign countries, from 25 to 50 per cent above present yields. They would check the decline in soil fertility and help to keep American farms for American boys and girls instead of for foreign tenants. They would become centers for rural social life and organization. They would contribute to the contentment of rural life and thereby give stability to the nation's best citizenship.

NOTES AND COMMENT.

"Life seems to be the only comfort," says the Iowa City Republican.

The Ottumwa Courier describes a pessimist as the man or woman who gets genuine pleasure out of a calamity.

The Castana Times says the Des Moines Capital's support of Cummins for the presidential nomination seems to be more painful than enthusiastic.

The Hopkinton Leader says the encouraging aspect of the Iowa situation is that the warring factions are disposed to get together and be decent.

"Fair Lillian and Editor Moore are wedded. They didn't wait until T. R. was nominated. Perhaps they feared it would be a long wait," remarks the Cedar Rapids Republican.

"When all is said and done, Senator Cummins has conducted his campaign nearest the dignity becoming the office of any candidate before the convention," says the Rolfe Arrow.

An interesting feature of the July Woman's Home Companion is an article entitled "The Fatal Penny" by Mary Heaton Vorse, in which the author reports many startling facts about the dangers that children undergo who buy cheap candy, cheap ice cream, and other impure sweets sold to youngsters for one cent.

All Fizzles, St. Louis Globe-Democrat: Republican belts in the past have been few,

small, and fizzles without exception. They have passed out of political history except as a warning.

Meaning of Primary Results.

Coon Rapids Enterprise: Life Young's position that Iowa was in reality for Cummins at its April primary instead of for Taft, is a debatable matter. The Enterprise does not look at it in this way. Thousands of progressives were for Taft, at the April primary, as they are at the present time, because they thought he had made a good President and was entitled to a second term. There is no evidence that they have changed their minds since. They were, however, practically an unit for Kenyon and this unity of feeling among them, together with the feeling of thousands of standpaters of the state that Kenyon had made good, and was entitled to nomination gave him a phenomenal vote.

The result of the recent primary does not prove by any means that standpatism is dead in Iowa. In reality what standpatism stands for is conservatism, and even Cummins is becoming conservative. Standpats are greatly in evidence in the nominations made at last week's primary. Look at Bleakly, Harding and Ketchum and if there had not been two standpater candidates for secretary of state, Ed Chassel, progressive, would also have been defeated. Neither progressives nor standpats at the late primary seemed to be looking for factional tags. They were looking more at the desirability of the candidates, and had the reader noticed that there was a seeming preference for young men? The pictures of Kenyon, progressive, and Harding, standpat, made each look as though he were about twenty-five years of age, and see their majorities: Chassel and Van Law looked as though they might be bordering on sixty and see how their own faction—progressive, went after them with the ax. Ketchum was the only apparently old man nominated. Had he not made a good record, and proved it, he, too, would now be a has-been. There is a sign of warning in all this for the old men in politics. A new generation is coming on, and they are numerous—thousands upon thousands of them, and in the future these young men will control the state and the nation. If you are an old man and have political ambitions, prepare to shed them now.

The New Railroad Idea.

St. Louis Globe-Democrat: Benjamin F. Yoakum of the Frisco system is saying, in interviews, public addresses, and articles written for publication, that his company has "dropped the politician and taken up the farmer." Such a statement by a railway manager includes several volumes of history. The one fact most plainly appearing in it is one which the Globe-Democrat has repeatedly stated in answer to the short-sighted talk of anti-railway agitation having been promoted by politicians. The one obvious answer to such a blinking of facts well known to every man familiar with our railway development, exploitation and management, was that the politician had promoted the crusade only in the sense that his corrupt work for the corporations against the public had brought it on.

After the storm broke the politicians, of course, sought cover. They then became the worst of the howlers and demagogues crying out against capitalism. This might have been foreseen by railway managers, and probably was foreseen by those of large caliber. Those of smaller caliber are those given to the talk of politicians being responsible for the continuance of new legislation. These, no doubt, can be fooled again by the politicians after the worst is over, and led again into encroachments and excesses which would bring on another storm, of greater fury, if such folly could ever again become as common in railway offices as it was a few years ago. The words of Mr. Yoakum are assurance that it never can be.

The farmer will be found a splendid substitute for the politician. We take it that Mr. Yoakum speaks of the farmer not only as an agriculturist but as a shipper, and that he means to have all shippers brought into closer contact with management than when the sons-in-law of state senators and the nephews of governors made a gantlet the sneering line of which must be run by any shipper wanting conference with a responsible head of a traffic department. In dealing with business men instead of politicians the test of merit will be applied in all railway posts from top to bottom. The fittest will survive. The unfit must go to the wall when politics can no longer save them.

Upbraids Her.

Toledo Blade: A luxuriant head of hair is a bother to a woman until it begins to fall out, and then it worries her more than ever.

Heat From the Keokuk Dam.

St. Louis Globe-Democrat: Price of coal may go up, but one of these days we mean to heat our house by the aid of the Keokuk dam.

Their Rule.

"Doctors are the meanest class of men."

"What makes you say that?"

"Even when they treat a man they make him pay for it."

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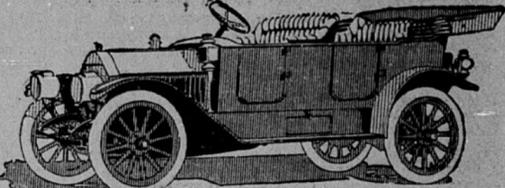
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Whereas, by satisfactory evidence presented to the undersigned, it has been made to appear that "The Keokuk National Bank" located in the City of Keokuk, in the county of Lee, and State of Iowa, has complied with all the provisions of the Act of Congress "to enable National Banking Associations to extend their corporate existence, and for other purposes," approved July 12, 1882, as amended by the act, approved April 12, 1902;

Now, therefore, I, Lawrence O. Murray, Comptroller of the Currency, do hereby certify that "The Keokuk National Bank," located in the City of Keokuk, in the County of Lee, and State of Iowa, is authorized to have succession for the period specified in its amended articles of association; namely, until close of business on May 25, 1912.

In testimony whereof witness my hand and seal of office, this 25th day of May, 1912.

(Signed) LAWRENCE O. MURRAY, Comptroller of the Currency. Extension No. 1111. Charter No. 1992.

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