THE GATE CITY
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Keokuk, Iowa .....June 19, 1914

BETTER DAYS.

Better days than ever are the days
we're living now,
Sunlight in the spirit and its blossoms on the brow
Better days than ever,
And they're sweeter all the time,
With love to wake the laughter
And with youth to ring the chime.

Better days than ever as we drift in
dreams along,
To the ripple of the marching of the
silver feet of song.
Better days before us
And better days right here,
With the sunshine in their chorus
And the blossom in their cheer.

Better days than ever, and the country's sweeter, too
With the roses by the lilacs in the
dreamy dales of dew.
Better days than ever,
And when we have passed along
The ages still will sweeten
To the rippled tune of song.
—Bentztown Bard.

THOUGHT FOR THE DAY.

The ideal of philanthropy is human. It does not became enthusiastic over such conservation of workers as is directed towards the increase of profits. It does not rave over high wages which are paid in order to secure a low labor cost. It believes in conservation and in high wages for other reasons. The content of life itself is the thing about which philanthropy is concerned. Workers are not looked upon as assets of business, but the ultimate consumers of the products of industry.—Edward T. Devine in The Survey.

It is a tough job to make the fellow who is hungry think that hard times is only psychological.

If we could only get over the idea that what our neighbors think of us is of prime importance rather than what we think of ourselves, we might be happier and certainly more effective persons.

The journeys of the Keokuk retail merchants to the nearby towns is commendable. It is commendable from a social standpoint if it had no other motive.

The Industrial Association bulletins of "things to be proud of" are pertinent. They give some new thought to the resources we have that are too often ignored if not entirely unknown to many. It is the part of wisdom to read the bulletins to get stimulation as well as information.

President Simmons of the Simmons Hardware Co., expressed the sentiment of the country the other day when he urged through circular letters to his patrons the adjournment of congress but it cost him a place on the reserve board. President Wilson dislikes criticism.

Ten thousand acres of land in the Santa Cruz Valley, Arizona, are irrigated with water secured by tapping an underground river. Twenty large centrifugal pumps, driven by electric power, bring an underground river to the surface. At times this river flows on the surface, during the rainy season, but as soon as the dry months come along the water recedes beneath the surface of the earth. Then the electrically driven pumps raise this water back to the surface so it flows into the irrigation ditches. These main canals are tapped by the farmers for sufficient water to irrigate their growing crops.

The arrest of Warden Sanders for sending out his men to pick cherries within the incorporated limits of Fort Madison will raise an interesting question for the courts, says the Des Moines Tribune.

Fort Madison has adopted an ordinance forbidding the employment of men from the prison within the city limits. This ordinance the state board of control has ordered the warden to pay no attention to. Aside from the legal phase of the matter there can be but one opinion among those who know anything of what Warden Sanders has been doing to encourage the men of the prison to become trustworthy workers. His men have done an enormous amount of work that otherwise would have not been done, have earned a large sum for the prison, and have become themselves the guardians of peace and good order that they might enjoy the opportunity.

THE "DAY OF REST" AND HUMAN EFFICIENCY.

The refreshing influence of the weekly "day of rest" on a person subjected to the strenuous routine of a busy life is a feature which he himself can duly appreciate in the effects on his "feelings" and "spirits." The efficiency of the working man, the length of the working-day, the interjection of pauses for rest in the schedule of labor for persons of different ages and stations in life—questions of this sort are constantly arising for solution on a scientific basis. Not only in the field of manual labor, but also in the case of the school child, the office-boy, the factory girl, the banker and the merchant, efficiency is the key-note of the times. Fatigue is the enemy of efficiency; and to detect and compensate for or overcome it, is the duty of those concerned with the promotion of human welfare.

In view of this says the Journal of the American Medical Association it is of more than passing interest, to know that Dr. Martin and some of his associates in the laboratory of physiology at the Harvard medical school, have been making a careful study of the whole question of fatigue and efficiency from a physiological standpoint. A long series of experiments have been made on first-year medical students who were following a regular routine of school work during six days of each week. The routine was interrupted weekly by the Sunday recess, an interval occupied variously by the students, but in no case in precisely the manner of the week days. The daily observations made on these persons during several weeks show that at the beginning of the week the nerve reaction tends to be high, that from then until the end of the week there is a fairly continuous decline, and that following the interruption of the routine by the intervention of Sunday, it returns to the original high point.

The decline is interpreted as a cumulative result of general fatigue incident to routine. What is even more significant, however, is the added fact that a pronounced break in the routine—such as the "day of rest" occasions—may bring about a return of sensitiveness to a high point or, in other words, it restores the nervous tone. Studies continued in this direction should lead to some useful conclusions regarding the maximum of work, with respect to both its duration and type, that should determine the conditions under which the organism of man may be maintained without depletion.

FROM A WILSON DEFENDER.

It is useless to blink at the fact that we are in serious trouble. At the end of a long series of years of bountiful crops and with a record-breaking harvest for the present year assured, when optimism should be rampant, we are confronted everywhere by business contraction and depression. The New York banks are over-flowing, call money on Stock Exchange collateral is a drug in the market, as is always the case when business is languishing, and yet it is impossible to secure loans on improved unencumbered real estate or investment funds for new enterprises on any terms. Capital is everywhere hoarding its resources for some emergency and the small investor seems to have disappeared.

No dear reader, the above is not the utterance of the wicked republicans, of the enemies of the administration, of the bad standpatters who are willing to plunge the country into hard times in order that democratic theories of government may be discredited, says the Creston Advertiser. It is the opening sentence of a speech made by a renowned New York lawyer, a staunch defender of President Wilson's administration, who goes on in an attempt to prove that the policies of the administration are not responsible for the depression which undoubtedly exists. And do you remember that a short time ago republicans who dared to speak of depression were accused of the desire and intention of bringing it about and a democratic congressman even introduced a bill that was aimed to prevent hard times by preventing people from talking about them, that sought to prevent by law the "psychological" depression which the president says exists. The republicans of this country believe that the prosperity of our country is closely bound up with our tariff laws and they believe that in part the depression which exists may be fairly attributed to democratic tariff revision. A law that increases our imports more than 37 per cent and decreases our exports more than 31 per cent cannot but have some effect upon our industrial system. And that's just what the democratic tariff law did.

A HARD CLIMB.

"The heart thumps irregularly, the pulse goes up to 100, your knees knock together, and your poor legs seem unwilling to carry you. Your throat is parched, you feel suffocated, your chest seems loaded down with a great weight, and such a feeling of utter exhaustion!"

This is not a patent medicine advertisement. It is Walter Woodburn Hyde's description of one's condition on reaching the summit of Mont Blanc Switzerland, as written to the National Geographic society, at Washington, D. C.

"The air has now become so rare that even the stoutest guide is compelled to take breath every few steps," he continues. "If you ever saw an asthmatic man trying to walk up hill while a paroxysm was on him, you can form some idea of the last part of the ascent. And what do you think is the first use made of the glorious view after all these hours of toil? Do you open your eyes wide in astonishment at the wonderful sight? By no means! You shut them as tight as you can and throw yourself down on the snow in utter weariness of mind and body, resenting the impertinence of your guides, who urge you to look about. But it is too cold to sleep, and soon you are up trying to keep warm.

"The view if you have any desire to see it, is indeed incomparable. The panorama before you is immense; but everything is on such a grand scale, great agglomerations of plains and mountains, that all details escape you. Most of Switzerland, great portions of France as far south as Lyons, and the plains of Piedmont and Lombardy, in Italy, are spread out before you. The cold was so intense that five minutes after arriving at the summit we were all ready to begin the descent.

"Although the ascent of Mont Blanc offers no greater dangers than that of some other Swiss mountains, it has the name of being the longest and most exhausting climb in the Alps. While such peaks as the Matterhorn and the Chamonix Augilles are so formed that no great quantities of snow can cling to their sides, and consequently present for the most part merely dangers incident to rock climbing, Mont Blanc, from its peculiar formation, is almost wholly buried in its upper reaches in snow and glacier, so that crevasses and avalanches and all other dangers peculiar to snow-climbing are a constant menace to the climber. The extreme cold and rarity of the air as you approach the summit are also serious obstacles. The equipment for the two-days' journey consists of ice-axes, hob-nailed boots, woolen leggins and gloves, mountain caps which cover the face and protect it from blistoring, dark glasses with wire sides to protect the eyes completely from the glare of the sun, and a good'y supply of provisions—for you would be surprised at an Alpine appetite. The guide himself brings a long coil of rope, almost 100 feet in length, slung over his shoulder.

"Ten thousand feet above the sea is an island of rock projecting from the snow. A tiny chatlet has been built here, where the climber can spend the night sleeping in a good bed. The little chatlet is leased to a man and his wife, a most woebegone couple, whose dejected looks eloquently bespeak the solitude of their lives amid these eternal snows, where the thermometer each night stands at zero. Tri-weekly two hardy porters alternate in bringing up supplies from Chamonix, and they certainly earn their few francs a day. No wonder a glass of water costs 20 centimes, even if it be melted snow, for every billet of wood has to be brought from Chamonix, seven hours below."

SAFETY AT SEA.

The Empress of Ireland served well until she met the test. Then she sank in fifteen minutes. With the shore a mile away the ship could not be beached.

Two years and a month have passed since the Titanic sank in mid-ocean with the loss of 1,595 passengers. In the first shock the American people with one voice called for action that would promote safety at sea. Federal legislation was proposed, and some of it enacted. Ocean steamship companies voluntarily increased their lifeboat capacity. The company owning the Titanic withdrew a sister ship from service and rebuilt her, to make her safer.

But the bill, sponsored by Senator La Follette, which would do more to promote safety on the water than anything yet done, has so far failed of passage, because of the persistent opposition of steamship interests, says "Slocum," a former ship's officer who writes an article in the Survey. It is known as the seaman's bill. It is as much the passenger's bill, for its provisions aim at safety for all.

Under the impetus of the Titanic wreck it passed the house of representatives, only to be hung up in the senate later, when the influence of that disaster had begun to die away. It was reintroduced by Senator La Folette in the present congress and this time the senate passed it. Now it is again before the house. Is it to be hung up there until congress adjourns, or will the wind which blew up a wisp of a fog on the St. Lawrence last week blow good to unnamed and unnumbered somebodies?

Strong objection to the La Follette bill comes from the owners of boats plying on bays and inland lakes who declare that its safety provisions should not be applied to ships that did not go out of sight of land. On this point the sinking of the Empress of Ireland on the St. Lawrence river is a staggering piece of rebuttal.

BEST PAVED RURAL DISTRICT.

Cuyahoga county, Ohio, will add sixty miles of rural brick road to its 400 miles of similar pavement, according to the 1914 road improvement plans announced by County Engineer Stinchcomb, thus strengthening its distinction of being the best paved rural district of any similar area in the world.

A minimum width of sixteen feet has been adopted for roads to be laid during the coming summer and the entire expenditure, including fills, bridges, etc., will be somewhat in excess of $900,000.

The adaptibility of brick to rural roads was first proved in Cuyahoga county and the policy of building for permanence was adopted here even before automobile traffic drove other localities to copy similar construction. Cuyahoga county has expended more than eight million dollars in this type of road and the repair bills have amounted to practically nothing.

A perfect system of radiating highways now extend to the county line in every direction and the task which Engineer Stinchcomb has outlined is that of connecting these main arteries with suitable cross roads.

In spite of the cost, the county is money ahead, according to county officials, for the increase in taxable rural land values has yielded more than the total cost in revenue. Cleveland with 600 miles of brick paved city streets will pave about eighty miles of streets this year, including the repaving of some of its main highways.

Center on Cummins.

Manchester Press: Senator Cummins secured a majority of 45,000 in the primaries. He was voted for by thousands of erstwhile opponents of his own party who are sick and tired of continued factionism, who see no possible benefit to be derived from it and who believe that republicans should be able to stand together on common ground. The senator no doubt realizes that he will have a hard fight this fall, for he has opposed to him a young and vigorous democrat, a brilliant campaigner with an effective organization. Under these circumstances to precipitate another factional fight would be party suicide. Republicans who look beyond the man to the success of the party in the state and nation ought to bear this fact in mind.

IOWA PRESS COMMENT.

The Washington Democrat says there is no doubt that Governor Clarke is in high class now, "but he will be the goat for capitol extension and he will be sacrificed."

"The expense of the primary election for the state of Iowa will be over $150,000 and it is worth the money," says the Logan Observer. "However just as long as it can be made to serve the interest of those who have the offices it will not be repealed. Greater opportunity is given the bosses under the primary law to run things to suit themselves than under the old convention system."

"We'll be lucky if the many fellows who fix up the primary law do not make it worse," declares the Waterloo Times-Tribune.

"The success of consolidated schools wherever they have been tried in Iowa has caused the people of the rural districts to sit up and take notice," observes the Hamburg Republican. "It is only a matter of time when all the rural children will have school advantages equal to those enjoyed by their city cousins."

The Mt. Vernon Hawkeye calls them "the iniquities of the primary system."

"Capitol extension is a political asset and not a liability," insists the Council Bluffs Nonpareal. "It was the one act which will distinguish the legislature which passed it as one of the wisest in the history of the state. The petty politicians who sought to make capital out of this issue couldn't win even a primary election. The effort to use the same material in the campaign for election next November will end in disastrous defeat."

The Storm Lake Pilot-Tribune's idea of "nothing to fight about" is the bull moose nomination for the United States senatorship.

CARTHAGE, ILL.

Mrs. W. H. Moore is visiting in Rariton.

Dr. J. N. Markle returned from Chicago Monday.

Mrs. Arthur Hollander of Quincy arrived here Monday for a viist.

Merlin Dunsworth returned Tuesday from Arkansas.

Wm. Austin of Royal, Ill., visited friends here last week.

Mrs. Carrie Baldwin of Quincy is visiting the family of Fred Milby.

Miss Emma Rankin who has been at Pontiac, Ill., arrived home Tuesday.

Miss Ethel Harding of West Point, Ill., is the guest of Mrs. H. S. Johnson.

Mrs. Amanda Frack of Muscatine, Iowa, arrived Thursday to visit Mrs. Alice Green.

Miss Mary Symonds went to Decatur Monday to take a course in music.

Mrs. Ray Mosley and her guest Mrs. Lynn Geddes of Galesburg, spent the day in Ferris.

G. W. Robertson of Davenport, Ia., visited his father here over Sunday.

Miss Anna Reyer entertained Friday in honor of Mrs. H. Brenneman of Quincy.

Mrs. Helen Sammis of Quincy is visiting her daughter Mrs. C. A. James.

Miss Emily Lyon departed Friday for a two weeks visit in Rochelle, Ill., and two weeks in Chicago.

Miss Ida Helfrich is visiting her sister Mrs. W. G. Williams in Plymouth.

Mr. and Mrs. Walter Lane of Bonaparte, Iowa, came over in their car recently to visit home folks.

Chas. Burgner of East St. Louis spent Sunday with his mother.

J. P. Brink returned Sunday from Bernadotte, Ill.

Mrs. Hattie Jacoby Wallace of Chicago arrived this week to visit Mrs. James Jacoby.

Mrs. T. F. Dunn and sons went to Quincy last Monday for a visit.

Mr. and Mrs. Frank Owen departed last week for a visit with Mrs. Minnie Pasnau and R. H. Owen at Ottumwa.

Miss Elizabeth Mayor who has been teaching at Grafton, N. D., arrived home for the summer.

Miss Mabel Grey graduated June 11th from the Western Illinois state normal at Macomb.

Mr. and Mrs. Josiah Dugan of Clarinda, Iowa, are the guests of Mr. and Mrs. Samuel Duffy.

Mrs. Lewis Scott went to Burlington Thursday to meet her daughter Mrs. H. F. Bruner of Galesburg.

Miss Lena Clark returned last week from her work as Y. W. C. A. secretary at Lake Forrest.

G. Tillipaugh and Mrs. D. M. Browning of California are visiting friends and relatives in Hancock county.

Dr. Van Gundy, Dr. W. K. Hill and Professor A. M. Wilson departed Tuesday on a fifteen days tour of Texas, Oklahoma and Mississipd.

Mrs. W. T. Booth has been visiting her daughter Mrs. J. A. Dorsey in Camp Point. Miss Hazel Garner joined her Monday to accompany her home.

Mrs. Shelton Jackson who has been visiting her mother Mrs. M. J. Wright returned home the last of the week.

Arch Owen arrived from Northampton, Mass., Monday, to accompany his father J. M. Owen to their home in Los Angeles.

Miss Lola Fletcher went to Viola, Ill., last Tuesday to visit Mrs. Fred Craig.

Dr. Kathryn Cherrill returned from Kirksville, Mo., Tuesday. She will spend the summer here.

Mrs. J. B. Herbst and children arrived Wednesday from Roswell, N. M., to visit Mr. and Mrs. W. S. McKelvie.

Miss Clifford Everhart returned from teaching in Erdmore, S. D.