

### METERS ON CARS REGISTER POWER

Local Street Car Company installing System Used in Big El Paso, Texas Company.

### CHECK ON MOTORMEN

Believe Slight Improvement Can be Given in Service Under the New System.

A meter for registering the amount of power used has been installed on one of the street cars here and the others will be equipped in the same way as soon as the work can be done. A saving of over \$60,000.00 worth of power in two years by the street railway of El Paso, Texas, through the system of using meters on their cars, has prompted the officials of the local company to adopt the plan. It is possible for motormen to waste much power if they are not careful, and without the meters the company has no way of ascertaining whether or not the motormen are careful. To the public it means the cars will be handled more carefully and that better service will be given.

The details of the company's method of checking up the motormen is interesting. After the meter has been installed a test run over the loop between Hand park and the cemetery will be made by a skilled motorman and an effort will be made on this run to use the least amount of current necessary. With the amount of current used on this test run as a "base," the motormen will be expected to come as close to this amount as possible. Allowance will be made in making the reports on the number of passengers handled, the size of the car and type of motor, and on the weather conditions.

Under this system the company will be able to keep a close check on the condition of the car. The motorman can read on the meter at the end of each trip the amount of power used. If much over the ordinary, or "bogey" has been used without an obvious cause he will know that something is wrong with the car and the trouble can be located at once. Cars with tight brakes or wheels slightly out of line can use much more power than they should and without meters this can go unnoticed for some time.

### REV. J. SCARBOROUGH DIED AT RICHLAND

Married in This City and Visited Relatives Here on Several Occasions.

News has come to the city of the death of Rev. J. Scarborough, which occurred at his home at Richland, Mo., on Thursday of the past week. The following concerning his death has been received by The Gate City from his home at Richmond:

"Rev. J. Scarborough died at his home in Richmond, Mo., Thursday, July 16, at 4:15 p. m., after a lingering illness, of six months. Rev. Scarborough has many friends in Keokuk, having married Mrs. E. J. Hopkins of Keokuk, and visited there several times at the home of his niece, Mrs. Roy Coleman."

### Y. M. C. A. MEETING THIS AFTERNOON

A Popular Event to Which Everybody is Invited, to be Held at Rand Park—Popular Program.

The open air meeting, under the auspices of the Young Men's Christian association, one of the series for July, will be held at 3 o'clock this afternoon at Rand park and a large attendance is desired. It is a delightful place for a gathering of the kind on Sunday afternoons and the program is attractive and inspiring, making those who attend feel better that they have been there.

The address will be given by Rev. F. B. McAllister of the First Baptist church, whose subject will be "Looking Through Smoked Glasses," which promises to be of a very interesting and instructive address. The singing will be led by Lester H. Knapp, with Paul S. Apfel, the popular cornetist leading the accompaniment.

A special invitation is extended to everybody, including sojourners in the city. Attention will be paid to the comfort of those attending and a number of chairs will be provided.

**The Water Supply.** A number of the people have become accustomed to using the artesian water from the Y. M. C. A.'s bountiful supply. That these people may not be deprived of this privilege on Sunday, the faucet on the outside of the building from which the people generally take their supply will be open from 2 o'clock to 5 o'clock this afternoon.

### DADANT TO SPEAK AT BEE MEETING

Hamilton Man Will Address Field Day of Experts at Mt. Pleasant, July 28.

A field meeting of the bee keepers of southeastern Iowa and western Illinois and northern Missouri will be held in the court house at Mount Pleasant on Tuesday, July 28. The program will begin at 10 o'clock. C. P. Dadant of Hamilton, editor of the American Bee Journal will make an address in the afternoon.

There will be a basket dinner served, and a quartette from Salem, Ia., will furnish the music for the meeting. All of the subjects announced will be open for general discussion. J. W. Etine is general chairman. The program follows:

10:00 a. m. Mr. Quimby and the Quimby hive or the Large versus the Small hive—J. A. Thomas, Mt. Pleasant.

10:30 a. m. Marketing the Crop—Frank S. Pellett, Atlantic City, Iowa, State Inspector of Apiaries.

11:15 a. m. Italian versus the Black bee—Allie Hodson, Salem, Iowa.

12 o'clock—Basket Dinner and Social hour.

1 p. m. The Wintering Problem—J. C. Davis, Russell, Iowa.

1:30 p. m. Bee Diseases and How to Handle Them—C. P. Dadant, Hamilton, Ill. Editor of the American Bee Journal.

2:00 p. m. Importance of Organization Among Bee Keepers—E. J. Baxter, Nauvoo, Ill. President Illinois Beekeepers Association.

2:30 p. m. Question of Supplies—J. I. Daniels, Fairfield, Iowa.

3:00 p. m. Lecture on Sweet Clover—Frank Coverdale, Delmar, Iowa. Sweet clover expert of Iowa.

3:30 p. m. Buying or Raising your own Queens and the Best Methods—L. W. Elmore, Fairfield, Iowa.

4:00 p. m. Natural Swarming versus Artificial Swarming—Samuel Lewis, Fairfield, Iowa.

**Vacation and Rest.** Louisville Courier-Journal: A man who feels that he needs a vacation and rest usually gets the vacation, and afterward he rests.

### WILL REDISCOVER FATHER OF WATERS

That's What Bernhard's Steel Barge Which Comes Here July 27 is Expecting to do.

### CARRIES GOOD CARGO

Pilots do Some Grumbling When They Don't Find Palatial Sleeping Quarters Awaiting Them.

If it all goes well, one week from Thursday, July 30, will see the Bernhard steel, self-propelled barge at Keokuk. This barge is on its initial trip from New Orleans. It is carrying a load of lumber and sugar. The boat was delayed on account of lack of facilities for freight handling at Jeffries. The barge is running against the current, something the old time freighters seldom accomplished, fully loaded. James R. Edmonds, representing the New Orleans Item is making the trip with the Bernhard barge, and the following log of the trip is taken from the item:

**ON BOARD "BARGE NO. 5." OFF NATCHEZ, Miss., July 15.**—At 10:30 a. m., on the morning of July 13, in 1914, begins the "great adventure," the rediscovery of the Mississippi river as a factor in the business and the building of the valley.

Loaded with 400,000 feet of Louisiana oak, ash and gum, bound for St. Louis, Alton and St. Paul, from Jeffries Lumber company, and with 250 tons of Louisiana sugar and coffee imported through Louisiana's seaport, the big barge cast off her ropes from Louisiana soil late in this forenoon.

It is a plain, business-like looking craft, as far as the imagination can picture it from the "floating palaces" about which we ponder with vague regret from time to time.

She's a "cargo boat," carrying more dead weight than any self-propelled steamer that has left for the north in many a long year—but on the "cargo boats" is built the ocean-going supremacy of England, and in the staunch hulls of "cargo boats" is going to be brought back the usefulness of the 3,200 miles of empty waterway that send their contents southward to New Orleans to the sea.

John H. Bernhard, the young Netherlander engineer who floated the Alabama and New Orleans Transportation company and has started the inland Navigation Bureau, is promoter of this enterprise.

### Will Gather Data.

Out of this trip it is to be gained the exact data on the actual cost of transportation from the moment of casting off the shore lands to the moment of tying up at point of destination. The actual cost of loading and unloading is to be kept, in total, and in unit cost for cargo. The items of fuel, crew hire, insurance and every other factor that enters are to be so recorded that to any transportation expert, and every naval architect and to every plain businessman who knows what conditions can be made, the whole will be an open book from which to read the possibilities of revived inland navigation.

As we leave Jeffries and start up the river past the Natchez hill, with an empty river stretching before and behind, and wooded banks on both sides—one recalls what part the river or once played in the business life of the south, and how completely it has been put off the modern stage.

Time was when a teeming tide of commerce flowed up and down the Mississippi, when one was hardly out of sight of the flouthing, broad-beamed steamers.

**No Anti R. R. Move.** It is no "anti railroad" movement. These men remember what James J. Hill foretold of the inability of the railroads to meet the growing needs of the nation—and they look forward to a time when railroads and rivers shall be co-ordinated so that each transportation factor serves its purpose in swift, easy, sure and reasonable cheap transportation of the necessities and luxuries of the nation.

**Something About Boat.** Now a word about this boat of ours: It is 240 feet long, 32 feet wide, a steel, twin-screwed, power-barge, equipped with two 75-horsepower "gas producer" engines. Thirty tons of coke form the fuel supply for a journey to St. Paul and almost for the return. Away in the stern is the engine, pilot house, galley, dining room, quarters for the pilots and the captains and mates. Away in the bow is a genuine "forecastle" are eight bunks for the crew. Between stretches an open "cargo box," with five-foot bulwarks 28 feet in the clear.

She is reminiscent of a great lakes "freighter."

She is slow—but the average freight-car movement of recent years has been 20 miles and a little more a day. She bucks a five-mile Mississippi

# 1915

## VALVE-IN-HEAD BUICK Motor Cars

## The Car of Power, Speed, Dependability and Durability

The vital factor that has built up such an enormous demand for Buick cars is the valve-in-head motor together with the dependability and durability of construction, comfort and great fuel economy.

Last season the output of 33,200 cars was completely sold out early in March. This endorsement of the Buick by the buying public has justified us this season in increasing our output and lowering our prices.

At the same time the 1915 Buick models actually offer greatly increased value. This reduction of price is possible because of the volume of business, the improved factory methods and because of the specialized labor and knowledge of the experts in this great factory.

The Buick plant is the largest automobile factory in the world and here practically all parts for the Buick cars are made. This means economy of manufacture, unified effort and centralized engineering supervision.

Every man, every machine, every brain is attending solely to the work of making Buick cars.

The 1915 Buick has all the fundamental Buick principles with the addition of every improvement that has stood the Buick tests of worth. In fact, the three chassis, while the same in all essentials as last year, have been improved in every particular where improvement was possible. Many important innovations this season are added to increase the value of the cars.

The new Delco system of starting, lighting and ignition with an increased generating capacity of 35 per cent and automatic spark advance.

Tungsten steel valves. Carburetor supplied by Stewart-Warner gravity feed vacuum system.

Controls conveniently located on instrument board in the cowl.

Non-skid tires on rear wheels.

Improved quality of leather for the upholstery and finer finish.

High grade stream line bodies, hoods and oval radiators.

These are but a few of the Buick improvements that will convince the buyer that, regardless of price, we are giving more value than ever before. We always have and still guarantee the Buick Valve-in-Head motor to develop more power than any other type of automobile motor of equal size, American or foreign make.

Only responsible men who stand well in their communities are acceptable as Buick dealers and we are glad to negotiate with such men where territory may be open. Any Buick dealer will tell you that a Buick contract is a big asset.

The 1915 Buick line includes three chassis and six models. We can make immediate deliveries.

**Price \$900 to \$1650**

# AUTO SALES CO.

1317 Main Street Keokuk, Iowa

from that point went by boat to St. Louis for a week's outing.

The new co-operative store will be opened September 1st in the G. B. Lester's rooms south of Mr. Lester's store.

Thursday Mrs. McDorman and daughter Sarah arrived home, following several weeks spent with relatives at Aurora, Ill.

Mrs. Ralph Ford and daughter Helen of Mt. Pleasant are guests of the former's parents Mr. and Mrs. John Long.

H. S. Brown and granddaughter Cella Stanley enjoyed several days visit with relatives at Mt. Pleasant.

J. T. Ingram departed Saturday evening to visit his son Arthur and family in Arvada, Wyoming.

Mr. and Mrs. Milton Rhode and daughters of Mt. Pleasant were entertained at the Joel Jones home Thursday and Friday.

Mrs. W. E. Simkin returned Friday from a few days visit with her mother Mrs. Lewis at Mt. Pleasant.

Roy Pickard of Independence, Kansas, is visiting his grandparents Mr. and Mrs. H. Pickard.

Miss Mildred Foreman is visiting Mrs. T. B. Sater and family at Danville.

Miss Amy Bliss will take a trip down the Mississippi river and visit relatives at New Orleans.

Miss Nellie Cammack was at Mt. Pleasant visitor Wednesday and Thursday.

### SALEM.

Tuesday evening the following officers were elected for the M. E. Sunday school: Superintendent, C. E. Hill; assistant superintendent, J. R. Goldsmith; secretary, Ivo McMasters.

A cablegram from Miss Jennie Ingram stated she arrived at London, Eng., and enjoyed the trip across the Atlantic ocean.

G. R. Foss of Washington, D. C., is visiting his brother Jack Foss.

Misses Mell Mosey and Clara Pickard went to Ft. Madison Saturday and Sunday.

### DON'T LEAVE KEOKUK

No Need to Seek Afar. The Evidence is at Your Door.

No need to leave Keokuk to hunt up proof, because you have it here at home. The straightforward statement of a Keokuk resident like that given below, bears an interest for every man, woman or child here in Keokuk.

Mrs. Thomas Young, 1518 Bank St., Keokuk, says: "I suffered from lameness across my back and I also had headaches. Stooping or lifting was a painful operation and I rested so poorly that I got up in the morning feeling languid and depressed. I was nervous and found it quite a task to attend to my household. When I heard about Doan's Kidney Pills, I got a box at Wilkinson & Co.'s Drug Store and the results of their use were entirely satisfactory. I am quite free from kidney complaint at this time."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Young had. Foster-Milburn Co., Props., Buffalo, N. Y.

### Some of the Crew.

So Supercargo F. M. Sadler, personal representative of Mr. Bernhard, looks after the placing of the lumber as though it belonged to him; and Master J. W. Kounds stands as cookily on the top of the cargo as though it were the "hurricane deck" of the Robert E. Lee fifty years ago.

Sam Butler and Bill Dillard, the engineers, never tire of telling one of the wonders of the "gas producers."

Even the deckhands, Morris, Miller and Rousell, seem to have a jaunty walk.

### Realize Importance.

The men on the barge are beginning to understand what they are taking part in. They dimly realize what it is going to mean if, after this voyage, there are other voyages, and other boats, and a vast quickening of business in which alert men ride of "old river breed" but without the "old river stagnation" may rise and rise as the "section hands" and "brakemen" of railroad romance who have become the captains of great trunk lines and the masters of vast trunk lines and the masters of vast trunk lines and the masters of vast trunk lines.

They themselves may not profit by all this, but they feel that they are helping it come to pass.

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### Pilots Grumble Some.

But there are the pilots: Fat Tom Garrison of St. Louis, who grumbles forty-six hours a day in gloomy reflection over the dead and damned condition of these weary times when he must pilot a cussed "freight carrying hybrid, cross between a coal barge and a lumber raft," and weary-faced Steve Greenwall, who looks more

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### ELDERVILLE, ILL.

Miss Ona Williams is visiting with her sister Mrs. Perry at Bowen this week.

Mr. and Mrs. Henry Haner and son Albert and wife visited last Thursday at the Wm. Vogel home.

Fay Christner was a Biscoo visitor last Saturday evening.

Miss Mabel Elder of Hamilton spent a few days last week with her brother Harry Elder and family.

The farmers cannot complain of the weather for putting up hay, although we need rain very badly.

John Rousanbaum has started out with his threshing machine. If this dry, hot weather continues the threshing will soon be a thing of the past.

Harry Elder and family and Jesse Ayres and family were visiting parts in Iowa last Sunday, making the trip in their cars.

Ethel and Esther Christner were visitors in Tioga last Friday.

### A Notre Dame Lady's Appeal.

To all knowing sufferers of rheumatism, whether muscular or of the joints, sciatic, lumbago, backache pains in the kidneys or neuralgia pains, to write to her for a home treatment which has repeatedly cured all of these tortures. She feels it her duty to send it to all sufferers FREE. You cure yourself at home as thousands will testify—no change of climate being necessary. This simple discovery banishes uric acid from the blood, loosens the stiffened joints, purifies the blood and brightens the eyes giving elasticity and tone to the whole system. If the above interests you for proof address Mrs. M. Summers, Box R, Notre Dame, Ind.—Advertisement.

## Starvation In The Midst Of Plenty

Many are actually starving, even though eating heartily three times a day. They are starving because the usual diet lacks certain essential elements.

In making white flour, the outer coat of the wheat containing the phosphate of potash and other vital mineral salts, is discarded. These mineral salts are absolutely necessary to nerve health and therefore to body health.

# Grape-Nuts

FOOD

contains the whole nutriment of wheat and barley, including the mineral salts. The malting of the barley starts digestive processes and the 20-hour baking breaks down the starch cells. Grape-Nuts food digests in about one-third of the time required by white bread.

Ready to serve—convenient, healthful and appetizing

**"There's a Reason" for Grape-Nuts**

—sold by Grocers everywhere.