

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

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Keokuk, Iowa ..... August 30, 1915

MOONLIGHT.

He shut his book, and yawned, and rose And wound the clock, and said— "Night's getting shorter. Well, it's time

All good folks were in bed. And ma looked up, pert as could be, "You needn't hurry, pa," said she.

And pa he laughed—"The boys all home?" "Yes—they're all upstairs." "Well—sho."

Where's Lily Anne? I heard her at The gate, an hour ago. Ma went on knitting—"She's there, yet—"

She's catting with young Jim Baudette. "Now, what on earth—" He fetched her home From singing class. "Why—blame! She had her brothers—" Ma said, "Yes—"

But—that's not quite the same—I had my brothers still, you see, You always would catch up to me."

"You were a woman grown!" "So's Lily, She's nineteen, birthday gone." "I was a man!" "Oh, Jim will be— This August—twenty-one."

Maybe I never stayed out late, When you were leaning on my gate!" But pa kept frowning—"This won't do—"

There's got to be some law— You call her in—you tell her—"What?" I wonder at you, pa! I won't insult my girl—my Lily, But there—Jim's going, now—keep still!"

"You never did see such a moon!" Lily's cheeks were flaming red, "Come out and look!" Ma says, "It's late."

Pa says, "It's time for bed." And then, the two old lovers smiled—"Ah—we've seen just such moons, dear child."

—Madeline Bridges, in Woman's World.

THOUGHT FOR TODAY.

"No one is useless in this world who lightens the burden of it for another."—Dickens.

Former Mayor Schmitz of San Francisco has tossed his hat in the majority ring. Mr. Schmitz draws his nerve tonic from the release of Abe Ruef.

Herr Ridder of the New York Staats-Zeitung denounces Herr Pulitzer of the New York World because the "Austrian blood which flows in his veins is thinner than water." Now for the "shooting sticks."

A Mexican club in Kansas City, organized to teach American customs to Mexicans in that city, stuck to the object fairly well. The police discovered two classes under instruction—one studying the rudiments of poker, the other sampling booze.

The big fellows are getting the cream of war orders. England, France and Canada have placed with Philadelphia manufacturers orders for \$10,000,000 worth of blankets, overcoats and material for uniforms, and Italy has ordered 500,000 from the same workshops. The little manufacturers, unable to compete for first-hand jobs, are forced to content themselves with the crumbs of the feast.

The words of appreciation for Senator W. S. Kenyon which have been expressed in all quarters since his appearance here on Tuesday are very gratifying to the many who had pinned their faith to him as one of the able men in whom the destiny of the nation rests, says the Fontanelle Observer. Senator Kenyon is a man of high ideals and an intelligent and conscientious worker in the office in which his constituents have placed him. His support in this section has always been favorable, but this is his first appearance here and the people have been impressed and indeed surprised at the real bigness of the man. The genuineness of his efforts are strong points in the estimation of all who are concerned with the best interests of the country, and the approval which he has won here is as nearly unanimous as could be hoped for.

STILL THEY COME.

Philip W. Carter of Newton, Mass., who was one of the organizers of the progressive party in Massachusetts and who for the last three years has served as a member of the state committee, as a member of the finance committee, as treasurer of the thirtieth district congressional committee, and later still as the treasurer of the financial auditing committee, has returned to the republican fold. Mr.

Carter made his purpose known through a letter to a republican friend. "My reasons for severing relations with the progressive organization at this time are twofold," he wrote. "First of all, it is apparent that the progressive party is no longer held in respect by the vast majority of the voters in this state. My second reason for leaving the party at this time is my conviction that it can never survive. In the future I look to a line-up of the radicals on the one hand and the conservatives on the other. "There is no chance to accomplish anything by continuing to act as an 'assistant democrat.' Should I be asked by my old republican friends why I did not join the democratic party, in view of the fact that their platform more nearly resembles the progressive platform, I would reply that I am not joining them, because the democratic party is at heart more reactionary.

PLATINUM WARE. At the suggestion of a committee of the American Chemical society, the bureau of standards of the department of commerce has made an experimental study of the quality and purity of platinum utensils such as crucibles, wire gauze, dishes, etc., and has developed a delicate thermoelectric test for platinum purity which permits a rapid estimate to be made of the amount of included foreign matter such as iridium or iron without injuring the article tested. This thermoelectric test is being generally adopted by large purchasers of platinum ware.

The losses in weight on heating and after acid washing have been determined for several grades of platinum crucible including pure platinum, and were containing iridium of rhodium also iron. From the results of this investigation it is now possible to predict very closely what will be the loss in weight of a "platinum" crucible when heated, this eliminating a serious source of uncertainty in exact analytical chemistry. Ordinary grades of platinum are found to lose from 0.7 to 2.7 milligrams per hour per 100 square centimeters of surface at 1200 C. Curiously enough the small amounts of iron always present in platinum are found to bear no simple relation to the magnetic properties.

Suggestions are also given concerning specifications for the purchase of platinum crucibles.

BOY SCOUTS' MODEL TOWN.

Probably there is no city in Missouri today that can boast of not having a sick person within its limits. But Scoutville in the Ozarks, the boy scout camp at Elk Springs, Mo., holds that distinction, stamped and approved by Dr. Paul Paquin, health commissioner of Kansas City.

"It's sanitary in every way, and that is the reason there is no sickness there," Doctor Paquin said on his return from an inspection trip to the camp where about 450 boys are having a good time and learning a lot in the bargain.

Under the supervision of Doctor Paquin, the boys have organized a health board and the study and application of sanitation and proper water supply. Garbage is burned in an improvised incinerator and every particle of food carefully removed so that the fly nuisance is largely eliminated.

Nor did Scoutville attain its distinction without some discomfort. For two days and a night it rained. The Elk river came up in the tents and the whole camp was forced to move to a nearby hill where the boys with their knowledge of hygiene and sanitation, have constructed what Doctor Paquin believes to be a perfect tent city. Half a dozen Missouri cities and towns are represented in the camp which opened August 16 and closed today.

The boy scout movement is taking a firm and healthy hold on Missouri, according to Albert J. Watson, local scout commissioner. "Where formerly only the large cities had scout troops, they are now being organized in a great many small towns," Mr. Watson said, "and the communities are deriving their profit in better boys who will grow to be considerate, law-abiding men. The influence of the training could be seen in the Ozark camp. Last year we had thirty 'arrests' for non-observance of camp rules. This year there have been only six, and these are very minor offenses. People are beginning to understand that the boy scout movement is not of a military nature. It's just the opposite in fact. It is simply a method of teaching boys useful things while they are at play and the outdoor life that goes with it and makes them strong and healthy."

A PEACH OF A YEAR FOR BABIES

Summer's performances have not been altogether pleasing to the workaday world these months. Gardeners have seen their choice plants washed out of their little beds. Farmers in some sections have witnessed sorrowfully, the effects of storms and wind and cold upon luxuriant crops. Business men have surrounded themselves with blue mist as goods contemplated great stocks of goods designed for torrid temperatures which never came. And it is quite impossible to describe the state of mind of the rural hotel men and others who profit from the flight of thousands from the city's heat.

But consider what a peach of a year this has been for babies, says the Chicago Herald. Where are the "free ice" campaigns of other years? Any mother who needed ice this season might almost have gone to the lake front and cut off a personal chunk. The poor baby, and it is the vast majority, who perforce stayed at home has been refreshed with temperatures such as the favored seek in far-off resorts. The humblest city mother has been blest with breezes as vital as those which blow across Bar Harbor or which sweeten life at Mackinac Island.

The cool winds so detrimental in the world of barter have brought health and comfort and happiness to infants. The "first summer," that period of old-time terror, has been an easy season to this year's babies. They have not felt the wilting effects of terrible hot blasts from the south-

RIVER'S GREATEST NEED, TERMINALS

Irving C. Norwood Who is Making a Trip to Study Problem, Tells Why Freight is Not Carried on River.

HANDLING DAMP WHEAT BY MIXING. Much of the new crop of wheat as delivered from the farm this year has a high moisture content which if put into storage without special treatment is very likely to cause trouble by becoming musty and hot.

By mixing high-moisture and low-moisture wheat together, a method whereby part of the damp wheat of this year's crop can be put into good condition was demonstrated in an experiment at Baltimore which was directed by a grain specialist, by constantly presenting to the people of the department of agriculture in co-operation with the Gambrill Manufacturing company of that same city.

The experiment described was performed to determine if it would be possible or feasible to handle damp wheat in such a way that it would not be necessary to put it into a commercial drier and yet insure its shipping safely in storage or during shipment.

For this experiment one car of Pacific coast white wheat containing 1,098 bushels was mixed with one car of eastern red winter wheat containing 1,126 bushels, and put into storage in an elevator bin. On July 29, samples taken from the white wheat while it was still in the car tested 12.2 percent in moisture. Samples taken from the red wheat on July 31 while this wheat was also still in the car tested 15.1 percent. These wheats were thoroughly mixed on August 3 and the mixture was then put into storage in an elevator bin and allowed to remain there until August 6, when it was transferred to another bin. Samples taken from the wheat at the time it was transferred tested 12.2 percent in moisture. The red wheat and 12.2 percent for the white wheat. The wheat was allowed to remain in the second bin until August 10 when it was transferred to a third bin. Samples taken at this time showed that the moisture content of the red wheat was 12.5 percent and of the white wheat, 12.0 percent. While the grain was still in the cars the red wheat tested higher in moisture by 5.4 percent than the white wheat. By August 6, or three days after the wheats were mixed, enough of the moisture from the damp wheat had been transferred to the dry wheat so that the difference in their moisture content at that time was only seven-tenths of one percent. By August 10, or one week after the wheats had been mixed, the difference in their moisture contents had been reduced to only one-half of one percent.

In order to have a record of the temperature changes in the grain during this experiment, four electrical thermometers were placed at different depths in the bin into which the mixture was run. No appreciable change in temperature was noticed during the transfer of the moisture from the red to the white wheat.

The mixing of damp and dry wheat will facilitate the handling of the wet wheat this year. The mixer who whets wet wheat and has some dry wheat to mix with it can obviate some of the extra work in handling the damp wheat to keep it in condition and also get it in shape for milling by mixing the two wheats together for a few days. This will also do away with part of the extra work in drying. One car of wheat can be dried down to a low moisture content and then mixed with another car of high moisture content and the extra time and labor be saved. If the mills or elevators are equipped so that they can mix and dry at the same time, this method will greatly increase their capacity for taking care of large quantities of damp wheat.

Marguerite Snow. The October number of Photoplay Magazine contains an interview which started out to be a cross examination of Marguerite Snow, but was suddenly altered to comprehend Mrs. "Jimmy" Cruze. An excerpt follows:

"I did manage to get her to talk shop just a minute. Marguerite Snow, with her interest in Julia and her home, is a very wide-awake young lady and knows the trend of moving pictures. "The people are getting awfully tired of pictures that just ramble along and also of stunt pictures. They like a real gripping story. People are getting so familiar with pictures that it takes something really good to interest them."

"You will see that the actors and actresses who make a success in motion pictures are not trying to be actors and authors and directors all at once. You have to put all your time in acting to be a success at it. "I think you'll also find that the people to reach the top in the pictures and stick there are the ones who got their training on the stage. Lots of actors and actresses get suddenly famous by means of some stunt they can do, but the public quickly tires of that on a stunt and demands some real acting."

When the camera man got on the job to take some pictures there was only one picture that Mrs. Jimmy wanted badly. That was a good close-up of the license number of her car. "Every picture I have ever seen of a moving picture actress in her car has had a dealer's license looming up in the foreground," said Mrs. Jimmy, "and I would like people to know that this car is really mine."

Lacking Under the Strain.

Webster City Journal: We have it straight from Ora Williams-of Des Moines that if Senator Cummins should consult his own personal feelings he would not be a candidate for the presidency. It is evident that the senator and Carl Kuehne are having a hard time of it withstanding outside pressure.

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Revival is at hand. Chance to use river as carrier and barge as unit for transportation is suggestion by Mr. Norwood.

Irving C. Norwood, secretary of the Greater Davenport committee and vice president of the National Rivers and Harbor congress, and of the Mississippi Valley Terminal league, is making a trip by freight boat from LaSalle, Illinois, to New Orleans, La., for the purpose of studying the situation on the lower river with reference to the revival of freight traffic and the terminal equipment of the port of New Orleans. He is writing a series of stories on this trip. The first of these letters is presented here.

Mr. Norwood feels that by continuous agitation of this subject of freight transportation on the Mississippi, he can constantly presenting to the people of the river cities every new development in the situation, it will be possible to bring about the construction of modern terminals at all points of importance and to induce private capital to furnish capital for navigation companies.

CAIRO, Ill., Aug. 26.—It is very easy to understand why freight is not carried on the Mississippi in appreciable quantities under present conditions and to appreciate the vital need of modern terminals as the first step in the rehabilitation of the river—when one accompanies a cargo of mixed wheat from LaSalle, Illinois, to New Orleans, on a packet boat of the old type.

This statement is made without reservation, although we have been out less than three days and the greater part of the 1,500 mile trip lies ahead of us. But sufficient evidence has already been furnished to enable a blind man to pass judgment. All of the river cities have been criminally neglectful of their opportunities for many years and at no point where we have made a landing nor at any point where we shall touch during the remainder of the long trip to the gulf, is there anything that resembles an adequate terminal or any approach to modern handling equipment.

Combination is Out of Date. There are wharf-boats lying at the rubbish-littered levees of many cities and towns and there are always swarms of husky negro roustabouts hanging around looking for an opportunity to pick up fifty cents or a dollar for the hardest kind of manual labor. But this is a combination that doesn't appeal to the shipper of freight or the owner of river craft. The wharf-boats—which feebly and inefficiently attempt to serve as warehouses—have no rail connections, their lack of equipment is such that freight must be handled two or three times at each point and the times of labor, which cheap per unit, is always highly expensive in the long run. The result is that while there is a small amount of port to port freight that moves back and forth between certain points, owing to peculiar local conditions, there is absolutely no through freight service on the Mississippi—either upper or lower—and has not been for many a long day.

The man on the street is familiar with the fact that many years ago, before the north and south railroad line came into being, the river carried immense tonnages between St. Louis and New Orleans and back and forth from intermediate points. He naturally asks how it was that the railroads managed to absorb all the business and to put the boat and barge lines out of commission. Nine-tenths of the time he answers his own question after the fashion of the poorly informed or the prejudiced with the assertion that the rail lines were able to carry this freight more cheaply and more rapidly and that the evolution from water to rail followed as a matter of course.

The Railroads Score.

This is one of the half truths that often serve the purpose of a lie. The rail lines undoubtedly put the river freight carriers out of business. But with their more rapid and more economical methods of loading and unloading; with their factory and warehouse to warehouse deliveries; with their greatly reduced insurance on goods in transit and with their ability to cut their rates to meet water competition and sustain themselves on revenue from hauls where water competition was not a factor, they had all the best of the bargain. Some of the water lines tried to meet the rail rates. With the before-mentioned rail advantages as elements in the situation and with the cards stacked against them, they naturally failed. One by one they went out of business and the railroads, as fast as they were relieved of water competition, put the rates back on a remunerative basis again.

But that was a good many years ago, he it remembered. The river had not been marked and chartered and buoyed and lighted and put in its present excellent condition. There were no physical connections between the rail and water lines and certainly no rate agreements. Nor was there any machinery of government which such connections and such agreements could be compelled. There were no steel barges to reduce insurance rates to the minimum; no tow boats economical to operate as well as plentifully powered; no warehouses equipped with overhead landing systems, electric cranes, railroad tracks, and paved roadways for teams. Handicapped by the most primitive conditions, it would have been strange indeed had the boat and barge lines of that day survived their fight with the rails. They passed on, giving place to the railroads, just as the keel and flat boats of a still earlier period had given place to steam packets and as the steam packets had given place to barges under tow.

River Day is at Hand. But the day has come when, as a result of the work of the federal government, the great river is charted and marked and buoyed and lighted from one end to the other and is followed by the average pilot as readily as the main street of his home town. And besides, the other advantages of terminal walls, warehouse, handling apparatus, rail connections, joint rates and low insurance are also at hand and may be enjoyed by every city and town, large and small, with common sense and forehandness to build, install and demand them.

As a result, river men say the Mississippi is "coming back." They believe the increasing use of the Mississippi for the transportation of freight is in the line of logical economic development. They are convinced that before many years roll by, very considerable tonnages will be handled on both the upper and lower rivers; that a regular, dependable freight service will be inaugurated at Minneapolis and the important and fast-growing port of New Orleans and that cities such as Minneapolis, Davenport, St. Louis and New Orleans, which are building and equipping against that time to come, will be the major beneficiaries.

Barge Will be Unit. All river men seem to be a unit in the belief that the future freight traffic of the Mississippi will be handled by barge. They disagree as to whether these barges will run as single units under their own power or operated in about evenly divided, with the older type of river men favoring the group proposition and the newer arrival preferring the unit barge. But they all realize that this is simply a detail of operation that will work itself out in due time by means of the cost sheet. Whichever method is the most economical and gives the best results, will prevail.

But in the meantime the development of a freight commerce worthy of the name is outrageously handicapped by lack of modern terminals, due to the inexcusable blindness of the public in Mississippi river cities; by lack of steel barges, which will never be used on the Mississippi for freighting until there are enough industrially important points properly equipped so as to ensure plenty of rapidly and economically handled freight, and by the idiotically but effectively antagonistic attitude of the railroads.

Railroad Man Can Help. If the average railroad man would give half the time that he now spends in sneering at all propositions to use the Mississippi for freight purposes and in thinking up methods of choosing aspiring boat companies, to intelligent study of the situation, he would become a friend of river improvement, of river terminal construction and of water freight lines. Instead of sneering every proposal for the use of the Mississippi for freight purposes, with the declaration that "there are railroads down both banks of the Mississippi and successful water competition would put them out of business," he would compare conditions on this river with conditions on other streams where water lines have operated between two lines of railroads and instead of putting the rail lines out of business, he would have made it possible for them to pay their dividends.

But even if the railroads continue to fight every proposal for inland waterway improvement and continue to work against the interests of ambitious river freight lines, they are no longer so greatly to be feared. Their teeth have been drawn. They can no longer drop their rates to kill competition and elevate them again when competition is dead. They cannot refuse to make physical connections with water terminals and they cannot decline to enter into joint rate arrangements.

Doesn't it look as if it were up to the cities of the Mississippi river to provide the terminals as the first long step forward in the rehabilitation of the river?

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Albert Naeglin and sister, Mrs. Mason and Adele Harrison visited in Jacksonville, Thursday. Mrs. Price Caldwell's new piano arrived Friday from Quincy. Mr. Satorius and son George, motored to Bloomington this week. Mr. Dice, the principal of Basco school, moved into the house just vacated by Mr. Shrier, the ex-principal. D. A. Sweet and E. W. Ikerd of Hamilton were business visitors Thursday. The teachers who attended institute from Basco were: Martha Findlay, Maud and Beulah Grooms, Ollie Garetich, F. Dice, Arthur Triboulet, R. Ancelet, Hazel and Vera Triboulet, Alice Anderson, Abbie Fry, Florence Triboulet, Lawrence Clark, Harry Steffey. Mr. Milo Thompson purchased ten acres of John Antoine with the intention of building in the near future. Mr. Rosenboom sold his residence to Mr. Ancelet. Mr. Lloyd Zimmerman and family from Stockport were dining on their many friends in Basco. Professor Arthur Triboulet attended school meeting in Colusa Saturday. Mrs. Lizzie Steffey and daughter, Irene from Missouri, are visiting with home folks.

With the sophistry of the mountebank he slyly seeks to transfer to our people the prejudice of the nation against this man of great wealth. Carlson claimed Wash had failed to tell facts which would place Colorado in a light different than the commission findings have thus far placed it. Father's Portion. Ohio State Journal: Man is a billiard majority of Colorado's citizens, raying animal.

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Directors. ASAPH BUCK, Pres., ALFRED E. BUCK, Vice Pres., THOS. JOHN, Secy. & Treas., JOSEPH S. BUSS, GEO. S. TUCKER KEOKUK, IOWA

Albert Naeglin and sister, Mrs. Mason and Adele Harrison visited in Jacksonville, Thursday. Mrs. Price Caldwell's new piano arrived Friday from Quincy. Mr. Satorius and son George, motored to Bloomington this week. Mr. Dice, the principal of Basco school, moved into the house just vacated by Mr. Shrier, the ex-principal. D. A. Sweet and E. W. Ikerd of Hamilton were business visitors Thursday. The teachers who attended institute from Basco were: Martha Findlay, Maud and Beulah Grooms, Ollie Garetich, F. Dice, Arthur Triboulet, R. Ancelet, Hazel and Vera Triboulet, Alice Anderson, Abbie Fry, Florence Triboulet, Lawrence Clark, Harry Steffey. Mr. Milo Thompson purchased ten acres of John Antoine with the intention of building in the near future. Mr. Rosenboom sold his residence to Mr. Ancelet. Mr. Lloyd Zimmerman and family from Stockport were dining on their many friends in Basco. Professor Arthur Triboulet attended school meeting in Colusa Saturday. Mrs. Lizzie Steffey and daughter, Irene from Missouri, are visiting with home folks.

With the sophistry of the mountebank he slyly seeks to transfer to our people the prejudice of the nation against this man of great wealth. Carlson claimed Wash had failed to tell facts which would place Colorado in a light different than the commission findings have thus far placed it. Father's Portion. Ohio State Journal: Man is a billiard majority of Colorado's citizens, raying animal.



SPRING-STEP HEELS

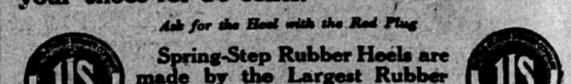
Over 4 Million up-to-date people wear these heels. They know them to be the real economy-comfort heels.

Learn the real joy of walking on Spring-Step Rubber Heels. Shoe manufacturers are rapidly adopting Spring-Step Rubber Heels. Such famous makes as Queen Quality and Dorothy Dodd are equipping with them.

These new Spring-Step Red Plug Heels cost no more than ordinary rubber heels. Don't accept inferior heels—get Spring Steps.

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