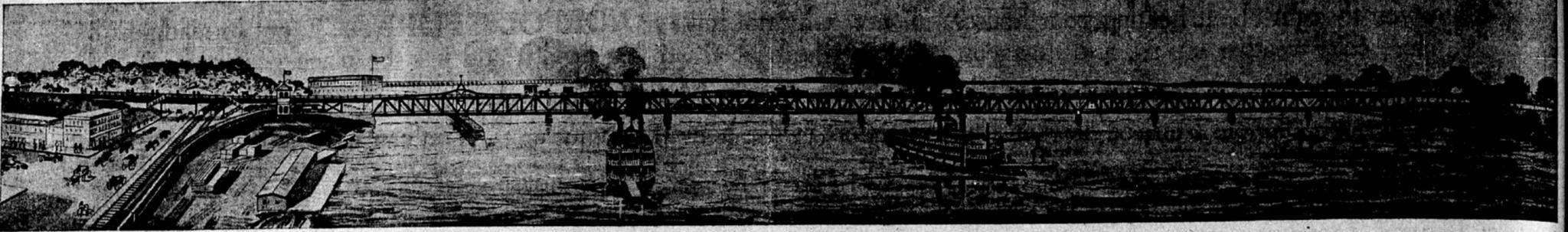


NEW DOUBLE DECK BRIDGE OF THE KEOKUK AND HAMILTON BRIDGE CO.



The cut above shows the new bridge which the Keokuk and Hamilton Bridge company are erecting on the same piers that have carried the old bridge for forty-five years. By an act of the legislature of Illinois approved February 13th, 1865, the Hancock County Bridge company was given a perpetual charter to bridge the Mississippi river between Keokuk and Hamilton and under the general laws of Iowa the Keokuk and Hamilton Mississippi River Bridge company was incorporated on January 15th, 1866. Congress, by act approved July

25th, 1866, authorized the consolidation of these companies and through that the Keokuk and Hamilton Bridge company was formed. The incorporators of the Hancock County Bridge company were Alexander Simpson, George Edmunds, Jr., Francis M. Corby, Wm. A. Patterson, Hiram G. Ferris, Robt. W. McClaughery, Andrew J. Griffith, Bryant T. Schofield, and Phineas Kimball, Jr., and for the Iowa company, H. T. Reil, Jas. F. Cox, D. W. Kibbourne, Robt. F. Bower, Henry Strong, Smith Hamill, Wm. Leighton, Guy Wells, C. H. Perry, Geo. C. Anderson, Wm. Thompson and H. K. Love, Major McClaughery being

the only one of all these now living. Behind the building of the bridge was the expectation that it would form a link for a continental line from ocean to ocean and that enlisted in its support the Toledo, Wabash and Western railroad companies, the Pennsylvania railroad company, the Toledo, Peoria and Warsaw railroad company, and the Keokuk and Des Moines Valley railroad company. These roads united in guaranteeing the interest on the \$1,000,000.00 bonds that were issued to furnish the funds. In addition to this \$1,000,000.00 in stock was issued. Through various means all of these roads have been relieved of their guarantee and the interest on the

bonds is in default by about \$1,300,000.00 and of course not a penny in dividends has ever been paid on the stock. The old bridge was built to carry the loads of that day, when car loads were thirteen tons and locomotives from thirty-five to forty tons weight. Modern engines run so far above that and car loads five or six times what they were that the bridge company decided to erect a modern bridge that will allow any engine or load of the day to cross. In deciding on the type of a bridge they concluded that a double deck bridge, carrying all highway traffic on an upper deck, would give better satisfaction to the

public and they hoped would increase their earnings by providing a crossing that starting right out of the business district of Keokuk, would land in Illinois without so much as having to cross a street railway track. Coupled with the lowest tolls on the Mississippi river this should attract people from far and near and be of great value to the business of Keokuk. At the east end an approach of about 800 feet is brought up on a grade of 6 per cent that corresponds with the grade on Third street between Main and Blondeau streets. At the west end the approach runs level with the B. & Q. tracks, and from there rises

to First street on a grade less than 3 per cent. In crossing Water street, the floor will be thirty-five to forty feet above that street. The iron work for the western approach terminates about 160 feet from Water street, as it goes up over the lot adjoining the building of the Standard Oil company and from there the bridge company have decided across lots 7, 8 and 9 a strip fifty feet wide to be known as Bridge street, to the city of Keokuk who are to fill and pave it to First street. The city has also taken steps to condemn right of way across the properties of Dimond and McCarty that will extend Bridge street to a point on Main street just below Blom-

Collier company's property. A close estimate of the travel over the bridge since it was opened June 13th, 1871, gives these figures: Footmen, 1,000,000; vehicles, 2,700,000. A fair average for each vehicle is four to the rig, which would show that practically 12,000,000 people have passed over the highway on this bridge. In addition to this, 2,500,000 have been carried by the street car and probably 2,000,000 more by the steam roads. In conclusion the bridge company are congratulating themselves that in all these years not a single person has been injured or lost his life through any fault of the company.

LOCAL OFFICIALS PARTIAL TO DOGS

One Would Judge This From Number of Fine Animals Owned by City and County Officials.

SOME TEMPERMENTAL

One Won't Mind If He's Scolded, But Answers to Kind Words—Another One Likes to Chase for Rocks.

Officials, both county and city who live here, are evidently dog lovers to judge from the number of dogs of all sizes and breeds which they own. Some of the dogs have unusual traits and all of them might be said to be temperamental—if that term can be applied to a dog as well as an opera star. At any rate they all have their own peculiar likes and dislikes.

There is one small dog in Keokuk which has feelings which are easily hurt. And he does not hesitate to show that he is hurt if anyone, including his master speaks unkindly to him. The dog is the little fox terrier, "Sharkey," belonging to Supervisor Glenn E. Maxwell. Sharkey is a bid-dable dog, if one speaks to him in a kindly way. But Sharkey refuses to budge if he is commanded to do anything and the command is given in a loud or cross voice.

It is frequently necessary to send Sharkey home from some of his favorite haunts down town. The usual mode of procedure would be to stamp one's foot and rudely order Sharkey to depart. But to Sharkey this is an insult and he shows it by standing still. If his master tells him, however, by speaking softly to him that he must go home now, Sharkey moves on up the street to his home, without any more ado.

Another fox terrier who lives in the same neighborhood with Sharkey, and who has made scores of friends, but who is extremely temperamental at times, is Cap, the brown and white fox terrier belonging to Sheriff John C. Scott. Cap likes to do two things—ride in an automobile and chase a rock or a ball.

Sulks When Left Behind. Whenever Cap is left at home from an auto ride there is certain to be a case of sulks, which even his best friends fail to bring him out of. When Cap gets to ride in the machine he is happy, and he isn't slow about asking for rides, either.

Cap's other hobby is chasing a baseball or a rock. He has a baseball which is kept in a certain drawer in the sheriff's office. When some of Cap's friends come around, he walks over to the drawer, inviting them to get the ball and to give him a workout. If the ball isn't handy, Cap will run out in the street or yard and pick up a rock and beg to have it thrown so that he may run after it. Cap is not permitted to attend court sessions

Keokuk Industrial Association



J. Albert Kiedatsch, President Keokuk Industrial Association.

The one organization in Keokuk through which industrial propositions pass is the Keokuk Industrial Association. It is necessary that such an organization be maintained so that the business coming before it receive proper attention. The Keokuk Industrial Association, since its organization has been very helpful in advancing the welfare of the city and while its labors has not produced all that was hoped for, either by its officers or the community, yet it must be admitted that its existence was necessary and it must further be admitted that it was capable of accomplishing great good. Since the recent location of factories, the activities and accomplishments of the association have been better appreciated and as the city grows the influence and ability of the organization will increase. The officers and directors are as follows:

J. Albert Kiedatsch, president
C. F. McFarland, first vice-president
Ira W. Willis, second vice president
H. Boyden Blood, treasurer
J. T. McCarthy, secretary
James M. Fulton, executive secretary

The directors are H. Boyden Blood, B. B. Tobbs, A. Hollingsworth, A. W. Hulson, J. P. Ingie, Stephen Irwin, Thomas H. Joyce, J. Albert Kiedatsch, J. T. McCarthy, C. F. McFarland, C. A.

McNamara, Jacob Schouten, J. W. Winger, Ira W. Willis. The offices of the association are in the Keokuk National bank building and parties wishing information about Keokuk, if they address their communications to Secretary James M. Fulton, will see that prompt attention is given.



James M. Fulton, Executive Secretary Keokuk Industrial Association.

and he seems to know it. He followed an attorney to the federal building one day, and had to suffer the ignominy of being tied in the clerk's office for fear he might be charged with contempt of court.

Other Fancy Animals. Chief of Police John M. Kenney owns a beautiful collie dog. County Recorder Ed. G. Vaughan likes hunting dogs best, and has some excellent stock in this line. E. P. McManus, postmaster, has a bull dog named Jack who is a helpful individual when small dogs get lost in the postoffice, and cannot negotiate the revolving doors. Jack recently went to the rescue of a small dog who was in this predicament. He learned to operate the revolving doors soon after he established himself at the postoffice. He is the postoffice dog of Keokuk, and

is quite at home in the mailing department.

O. W. Sandberg, city clerk, is another enthusiast over hunting dogs, and has owned some of the best trained animals of this breed. One of the dogs he formerly owned, disliked a rain coat for some reason or other. All of his dogs are beautifully trained.

Sight of Birds and Fish. Fishes and birds have an advantage over human beings in their ability to see on both sides of them. Their eyes are set not for looking straight ahead, but for looking out on each side. That is because they balance their bodies to right or to left, while we balance forward and backward. A bird can watch the tips of both wings at once; the pilot of an aeroplane has to turn his head from side to side to see his wing tips.

J. O. BOYD, President JOHNSON B. ANGLE, Secretary
C. W. DURRETT, Vice President J. L. DURRETT, Treasurer
BOYD & McKINLEY, Counsel

Keokuk Trust Company

Trust Company Building 611 Blondeau St.

<p style="text-align: center;">Statement</p> <p style="text-align: center;">Auditor's Call, July 6th, 1915.</p> <p style="text-align: center;">Assets</p> <p>Notes, Stocks, Bonds and Mortgages owned \$38,760.60 Cash on deposit 20,701.56 Furniture and Fixtures 831.33 Total \$60,293.49</p> <p style="text-align: center;">Liabilities</p> <p>Capital Stock \$55,000.00 Profits, less expenses 5,293.49 Total \$60,293.49</p>	<p style="text-align: center;">Acts as Executor, Trustee, Assignee, Receiver, Guardian of Property, or in any representative capacity.</p> <p style="text-align: center;">Manages Property for firms, corporations and individuals.</p> <p style="text-align: center;">Has Investment, Insurance Real Estate, Corporation Service and Trust Departments.</p> <p style="text-align: center;">Does a general trust company business.</p>
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Keokuk Loan and Building Assn.

Organized 1872 Capital \$350,000

OFFICERS:

A. H. EVANS, President. J. D. ECKER, Secretary.
J. B. WEIL, Vice President. E. R. COCHRANE, Treasurer.
W. C. HOWELL, Attorney.
DIRECTORS—BEN B. JEWELL, JACOB SCHOUTEN, J. A. DUNLAP, GEO. S. TUCKER, L. A. HAMILL.

Lee County Loan and Building Assn.

Organized 1885 Capital \$350,000

OFFICERS:

A. H. EVANS, President. J. D. ECKER, Secretary.
J. B. WEIL, Vice President. H. W. WOOD, Treasurer.
W. J. ROBERTS, Attorney.

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