

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

C. F. Skirvin .....Manager

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Keokuk, Iowa .....December 6, 1915

YOUR DOG.

Sometimes when life has gone wrong with you And the world seems a dreary place, Has your dog ever silently crept to your feet,

His yearning eyes turned to your face— Has he made you feel that he understands,

And all that he asks of you— Is to share your lot, be it good or ill

With a chance to be loyal and true? Are you branded a failure? He does not know—

A sinner? He does not care— Your master to him—that's all that counts.

A word, and his day is fair. Your birth and your station is nothing to him;

A palace and hut are the same, And his love is yours in honor and peace,

As it's your through disaster and shame, Though others forget you and pass you by

He is ever your faithful friend— Ready to give you the best that is in him,

Unselingly unto the end. —ESTHER BIRDSALL DARLING.

THOUGHT FOR TODAY.

If you wish to be good, first believe that you are bad.—Epicurus.

A physician says that parsley rubbed on nettle-rash will cure it. We have heretofore supposed parsley only served to cover up the bad qualities of a T-bone steak.

The man who spends his time delivering the clothes of neighbors washed by his wife is now loafing about the corner grocery giving his views of the national defense, says the Los Angeles Times.

A Kansas county superintendent of schools has decreed an old-fashioned husking bee for every school house in her district. Improvement and increase of the school libraries is the purpose for which funds are being sought.

A hungry burglar in Salt Lake City broke into the domestic science laboratory of the summer school and refreshed himself from the stock on hand. A concluding dish of six scrambled eggs were dished in the scuffle, which landed the burglar in jail.

One of the show places of Lehigh county, Pa., is the 300-acre peach orchard of Col. Henry C. Trexler, which was started six years ago from abandoned farms, bought at \$20 an acre, and now yields 3,000 baskets of fruit a day during the height of the picking season.

"Due to the war a peculiar situation has arisen in regard to the importation of flower bulbs from Belgium," says John Reardon, college florist at Ames. "Tulip, hyacinth and narcissus bulbs are produced in Holland. Since the war, we cannot pay Belgium directly for the bulbs that we import from her. The money is held up in England to prevent it getting into German hands. It is placed in the bank of England, however, and the English government gives assurance that Belgium will receive the money at the end of the war. While the war has made it a trifle hard to secure these bulbs from abroad, the public will not detect it in the price

and American grown flowers will suffer no advance in price at all. About 6,000 bulbs have been received this year from Belgium at the college greenhouse."

Few hospitals in civilized lands can equal the record of the hospital for eye troubles carried on by H. T. Holland of Shikarpur, India. In one month, 700 operations, largely for cataract, were performed in this institution. Seven hundred out-patients are sometimes treated in a single day.

HOW TEETH DECAY.

Did you ever take a walk and come to a place that had a dilapidated fence, with rotten, broken and missing boards or pickets? Weeds grew close about the fence; the yard was unkempt with rubbish; the house showed lack of care, and without going in you knew the interior was disorderly and unsanitary. Neglect made that place a blot on the landscape.

The teeth stand like a fence at the entrance of the house in which we live; the mouth is the gate of the citadel, and it is important for every reason of health and beauty that the teeth shall be well cared for, says J. H. Kellogg in good health. Broken, unwholesome teeth are not only unsightly, but whenever the teeth are uncared for you may be sure the skin, the mouth, and the interior of the body are all in poor condition. It is a mistake to think children's first teeth can be neglected without serious results; indeed, infant feeding and the diet of the mother during the pre-natal months have an important bearing upon the condition of a child's teeth, as we shall see. A tooth is a modified bone, a long bone with one end projecting into the mouth. The free part is called the crown of the tooth and is covered by a hard enamel. The bony substance of the tooth proper is dentine and is liberally supplied with nerves and blood vessels. The blood vessels from the adjacent gums supply the buried surface of the tooth, and also pass directly into the large central pulp cavity through the large root canal. Not only do the first teeth lie buried within the gums until the time comes for the crowns to be pushed through the soft tissue, but all through infancy the crowns of the permanent teeth are soft and lie packed in around the roots of the temporary teeth. When their roots begin to grow, the second teeth are pushed against the first teeth, which are absorbed and loosened.

RAILROAD EFFICIENCY.

Louis D. Brandeis' "scientific management" schemes for saving the railroads a million dollars a day pale in insignificance when compared with what the roads have actually accomplished by their own efficiency and to save themselves from bankruptcy, according to the Railway Age Gazette, which publishes in its current issue a compilation to show the enormous economies the railroads have effected in recent years by increasing their average loads per freight train.

"One of the most effective ways of improving railroad efficiency," says the Railway Age Gazette, "is to increase the number of tons of freight per train." It then shows that out of 35 important roads whose annual reports for the fiscal year 1915 are available 28 have succeeded in increasing their trainload as compared with the previous year, in spite of declining freight traffic, bringing the average for the 35 roads from 482 tons in 1914 up to 504 tons in 1915, or a gain of 22 tons, and that the railroads of the United States as a whole increased their average trainload from 179.8 tons in 1894 to 307.8 tons in 1914, and 451.8 tons in 1914.

"In other words," the Railway Age Gazette says, "to have handled the traffic of 1914 with the average train of 1894 would have required running 1,600,000 train miles; instead of 638,000,000, or 150 per cent more than the train mileage actually run in 1914. "Even the average loading of 307.8 tons in 1914 would have required running 926,000,000 train miles in 1914 instead of 638,000,000 in 1894; the railroads of the United States handled 80,335,000,000 tons of freight one mile in 1914 a total of 288,319,000,000 tons one mile. This is an increase of 259 per cent. It was handled with only 42 per cent more train miles. The 1914 ton mileage represents an increase of 65 per cent over that of 1904, which was 174,522,000,000, but it required an increase of only 12.5 per cent in train miles.

"The average cost of operation per train mile for all trains, as shown by Interstate commerce commission reports, was \$1.31 in 1904 and \$1.77 in 1910. The cost per train mile in freight service is considerably higher than the average for both freight and passenger service. While it is impossible to state exactly the cost of operation for a freight train, it is evident that a saving of 92,000,000 train miles means a saving of hundreds of millions of dollars annually in operating expenses.

"Handling a greater tonnage without a proportionate increase in the number of trains has been for many years one of the most vital factors in enabling the railroads of the United States to stand as well as they have an almost continuous reduction of rates in connection with constantly increasing expenses. This has been accomplished both by using larger cars, by loading more tons of freight into a car and by running more cars per train. The amount of the increase in tons per train from 1904 to 1914 alone is greater than the total average tons per train of the railways in most other countries. Outside of Canada and Mexico, Germany is the only country in the world whose railways come anywhere near ours in trainloadings. The heavy train loading is the principal element in making possible the low freight rates charged and high wages paid in the United States as compared with foreign countries."

"The Railway Age Gazette points out that increasing the tonnage of a train adds so little to the transportation expense that it is more than offset by the reduction in the number of trains run, and that it is almost true that

A VISIT WITH RILEY.

I've been down to see Jim Riley as I've always wanted to. Walked right up to the old front door and someone let us through: You've maybe heard of Lockerbie—it's noted and to spare. It's not much of a street perhaps, but well—Jim Riley's there. Found Jim a-settin' by the fire, right close beside the grate. Been out a-drivin' in his car—some car, too, I may state; Walked right up and shook hands with him, like old friends might, you know;

Pulled my big chair up to the fire and heard him say, "Hello." Well, then I passed the time o' day, and Jim, he talked some, too. Of fellows that we used to know, the same as me and you; Of Bob Burdette and folks like him—you know 'em, I expect. The class of folks I sort o' think must be the Lord's elect. And sometimes Jim'd smile a bit at somethin' he'd recall, And sometimes, well, I thought a tear was gittin' ripe to fall; 'Twas gittin' sort o' dark outside, and things got kind o' blurred, So we just set and set awhile and didn't say a word.

And then the strangest, queerest thing! I thought I saw them there, The folks the children love so well, all standin' round his chair; First Little Orphant Annie came and stood beside of Jim, With great big eyes so full of love that shined right down on him. She wasn't scared a bit, I know—just seemed to want to be Where she could watch some over him—and pretty soon I see A little boy stand by her side, by Jim's chair, close to mine, Got cured by Jim somehow I guess of curv'ature of the spine.

And then I see Aunt Mary come from somewhere, I don't know, Walked right up back of where Jim sat, so quiet like and slow I hardly heard her step at all—and lay a lovin' hand On Jim's gray hair, like he's a boy in Bread-and-Sugar Land. Say—I could smell the roses there that used to bloom and climb Along about knee-deep in June in some old summer time; Somewhere near where Aunt Mary lived, and Jim I guess he see A lot of things back there that wasn't quite as plain to me.

And I see someone standin' there, a girl, and I surmise Perhaps some old sweetheart of his, from lookin' in her eyes; I sort o' wondered who she was, and where she might be now, You know how fancy kind o' runs in times like that somehow. And then I got to wonderin' if Jim'd ever know The blessin' of those simple folks in all this world o' show And sham sometimes, and how about a dozen times a year Folks like to open up a book and bring 'em kind o' near.

Well, maybe not; I can't just say. But, anyhow, I do, And now the light was dim outside and thicker shadows grew. The faces sort o' faded out—I looked beside the chair, But everyone of 'em was gone, and Jim settin' there. I got a chokin' in my throat—I always do sometimes When I meet good and human folks, in real life or in rhymes, And then I said, a-lookin' there to where Jim Riley was: "Good-by, Jim—take good keer yerself." And, Lord, I hope he does!

—James W. Foley, in the Los Angeles Times.

REVENUES ARE MEASURED BY TON MILES AND EXPENSES BY TRAIN MILES.

"In view of this showing of savings in operating expenses, the question naturally arises as to why so many railways are complaining that they are in a bad plight financially. This is due partly to the fact that the economy in operation secured by increasing trainloads is partly offset by the increase in investment and fixed charges that it is necessary to incur in order to effect this economy. The investment in reductions in grades and curvatures, in heavier rails, more powerful locomotives and longer sidings and passing and yard tracks has greatly increased total interest charges. But the greatest increase in outgo has been caused by the heavy advances in wages. The railroads in 1914 paid over \$300,000,000 more in compensation to their employees than they would have paid on the basis of the wages in effect in 1904. 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